RESOLUTION NO. 19794

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE HUNTER BUSINESS PARK SPECIFIC PLAN AND INCORPORATING INTO THE SPECIFIC PLAN DOCUMENT CHANGES TO ALLOW THE MANUFACTURING OF YEAST PRODUCTS WITHIN THE SPECIFIC PLAN AREA

WHEREAS, the Hunter Park Specific Plan ("Specific Plan") was adopted on April 19, 1988, by Resolution No.16792; and

WHEREAS, the Specific Plan previously prohibited the manufacturing of yeast products; and

WHEREAS, the Planning Commission of the City of Riverside, California advertised for and held a public hearing to consider a proposal to amend the Specific Plan to permit the manufacturing of yeast products under certain conditions (Case SP-004-001); and

WHEREAS, the City Council of the City of Riverside, California advertised for and held a public hearing on October 10, 2000, to consider Case SP-004-001.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Riverside, California, that the City Council finds as follows:

1. Incorporating the findings set forth above and in the documents and reports for Case SP-004-001, it is in the public interest to amend the Hunter Business Park Specific Plan to allow the manufacturing of yeast products under certain conditions.

2. The amendment of the Hunter Business Park Specific Plan will not have a significant affect on the environment because of the mitigation measured required.

BE IT FURTHER RESOLVED that Section III. E. of the Hunter Business Park Specific Plan is hereby amended to read as set forth in Exhibit "A," attached hereto and by this reference incorporated herein and into the Specific Plan. Specifically, the amendment to the Specific Plan consist of amending the definition of "Manufacturing" to allow the manufacturing of yeast products and to state requirements for the approval of the manufacturing of yeast products.

//

City Attorney's Office
3900 Main Street
Riverside, CA 92522
(909) 826-5567

BE IT FURTHER RESOLVED THAT the amendments adopted by this resolution shall be noted on the appropriate specific plan and general plan documents previously adopted by the City Council as applicable.

ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this 14th day of November, 2000.

Ronald Loveridge
Mayor of the City of Riverside

Attest:

Colleen Nicol
City Clerk of the City of Riverside

I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council of said City at its meeting held on the 14th day of November, 2000, by the following vote, to wit:

Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Adkison, and Pearson.

Noes: None.

Absent: Coumcilmember Thompson.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 14th day of November, 2000.

Colleen Nicol
City Clerk of the City of Riverside

11/3/00
[RES\00206801.JD]

City Attorney's Office
3900 Main Street
Riverside, CA 92522
(909) 826-5567

BE IT FURTHER RESOLVED THAT the amendments adopted by this resolution shall be noted on the appropriate specific plan and general plan documents previously adopted by the City Council as applicable.

ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this 14th day of November, 2000.

Ronald Loveridge
Mayor of the City of Riverside

Attest:

Colleen Nicol
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Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Adkison, and Pearson.

Noes: None.

Absent: Coumcilmember Thompson.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 14th day of November, 2000.

Colleen Nicol
City Clerk of the City of Riverside

11/3/00
[RES\00206801.JD]

City Attorney's Office
3900 Main Street
Riverside, CA 92522
(909) 826-5567

C. CONDITIONAL USES

All uses permitted within Hunter Business Park are uses permitted in the area by Title 19 of the Riverside Municipal Code. The Specific Plan shall not permit any uses in the Hunter Business Park area which are not presently permitted under Title 19. The Hunter Business Park Specific Plan may, however, be more restrictive in these districts and prohibit uses which are permitted by Title 19.

Conditional uses are those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special form as to make impractical or undesirable their automatic inclusion as permitted uses in certain zones. Development projects requiring a Conditional Use Permit shall be required to comply with the regulations of Section 19.64.010 of Title 19 or the Riverside Municipal Code. The Planning Commission shall make the following findings before the granting a Conditional Use Permit:

1. That the proposed use will comply with the purposes of the General Land Use designation in which it is located including all provisions of the General Plan and Specific Plan, if applicable.

2. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare or injurious to properties or improvements in the area.

These uses are indicated by a "CUP" in Table III-1: Land Use Matrix.

D. USE RESTRICTIONS

The following restriction shall apply to all properties in the Specific Plan area:

1. No uses shall be permitted which will emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat, or glare beyond the parcel wherein such use is located. All uses shall comply with standards of performance, Section 19.46.120 a-n of Title 19 Riverside Municipal Code.

E. DEFINITIONS

The permitted uses Shown in Table III-1 are defined as follows:

Industrial/Manufacturing/Wholesale

Industrial uses include the manufacture, assembly, fabrication, warehousing and wholesale distribution of goods.

Wholesale distribution — Activities include, but are not limited to, the distribution of goods in large quantities for resale.

Warehousing/Storage — Activities include the storage of goods in a space specifically intended for this purpose.

Manufacturing — Activities typically include, but are not limited to, the assembly fabrication or manufacturing of furniture, food products, garments, signage, electrical appliances and toys. (The manufacturing of fish, meat, sauerkraut, and vinegar products and the rendering or refining of fats and oils is prohibited.) Prior to approval of the manufacturing of any product using yeast the applicant shall provide documentation, from an individual qualified in odor control and measurement, that the process proposed does not produce odors that will be noticeable beyond the subject property boundaries and the Best Available Control Technology (BACT) shall be used to reduce the Volatile Organic Compound (VOC) emissions to a level acceptable by the South Coast Air Quality Management District (SCAQMD).

Research and Development — Activities typically include, but are not limited to, scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the field of physical, economic, or social research.

Incubator Industry — Business enterprise characterized by minimal building space needs and employees.

Publishing and Printing

Office

Administrative and Office: Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit-oriented firms others than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural firms. Any drive-up service is specifically excluded.

Retail

Building Supplies and Sales: Activities typically include, but are not limited to, the retail sale or rental, from the premises, of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber, and hardware stores and may have outdoor storage where allowed.

Business Supply Retail: Activities typically include, but are not limited to, retail

sales, rental, or repair from the premises, of office equipment, office supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. They exclude the sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures.

Convenience Sales: Activities typically include, but are not limited to, the retail sales from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal service of an appropriate size and scale to meet the above criteria. Uses typically includes, but are not limited to, beauty and barber shops, apparel laundering and dry cleaning establishments, and neighborhood grocery stores.

Eating and Drinking Establishments: Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of prepared foods and beverages for on-premise consumption. Typical uses include restaurants and short order eating places or bars, excluding free standing fast food type services.

Service

Automotive Rental: Activities typically include, but are not limited to, the rental, from the premise, of motor vehicles. Uses typically include, but are not limited to car rental agencies.

Automotive Service Station: Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries, replacement items, lubricating services, and the performance of minor repairs, such as tune-ups, tire changes and brake work, as well as convenience markets in conjunction with the service station all subject to a conditional use permit.

Building Maintenance Services: Activities typically include, but are not limited to, maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Business Support Services: Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited. Typical uses include secretarial services, telephone answering services, and blueprint services.

Heavy Equipment Sales and Rental: Activities include, but are not limited to, the sale or rental from the premises of heavy construction equipment, trucks, and farm equipment together with maintenance. Uses typically include, but are not limited to, heavy trucks and construction equipment dealers.

Medical/Health Care Services: Activities typically include, but are not limited to, establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and fitness or wellness clinics.

Personal Services: Activities typically include, but are not limited to, information, instruction and similar services of a personal nature. Uses typically include, but are not limited to, driving schools, day care facilities, travel bureaus, and photography studios.

Recreational Facilities: Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the recreational activity. Uses typically include, but are not limited to, tennis courts, sports fields, and golf courses.

Repair Services: Activities typically include, but are not limited to repair services involving articles such as upholstery, furniture, and large electrical appliance.

City/Public Use

Public use types include the performance of utility, educational, recreational, cultural, medical protective, government, and other uses which are strongly vested with public or social importance.

Civic Services - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, and public, governmental or utility administrative offices. Uses typically include, but are not limited to, public parks, and open space areas of an active or passive character, playgrounds, playing fields, and community hails.

Utility Facilities/Services - Activities typically include, but are not limited to, those performed by public agencies which are strongly vested in the public interest.

Prohibited Uses

Uses prohibited within Hunter Business Park are: automobile impound years (M-1);

feed and fuel yards (M-1), and poultry and rabbit killing (M-1).

No commercial uses shall be permitted on Iowa Avenue.

F. DEVELOPMENT STANDARDS

Development Standards for Hunter Business Park are intended to define and emphasize the uniqueness of the project area and to establish a quality level of development. This will be accomplished by providing a framework of continuity and consistency through the development.

The development of each parcel within Hunter Business Park is controlled and restricted by these Development Standards and Design Guidelines and must also meet all requirements of the City of Riverside as well as applicable governmental codes and regulations.

The development standards for the Hunter Business Park area address general provisions which include:

- Lot standards
- Utility service
- Building Material Requirements
- Signs
- Circulation
- Design Review

1.0 General Provisions

The purpose of standards within General Provisions is to establish minimum standards regulating specific details in the development of any project within the Hunter Business Park area.

1.1 Lot Standards

The purpose of lot standards is to establish adequate development site so that appropriate site planning criteria (i.e. parking, ingress and egress) is feasible. Table III-1: Land Use Matrix, also summarizes the lot standards for the three land use districts.

Minimum parcel size shall be one (1) acre in the General Industrial and Garden Industrial Districts.

Minimum parcel size shall be five (5) acres or the pre-existing lot size in the Industrial Park District for planning approval and overall development purposes. The

RESOLUTION NO. 19282

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE HUNTER BUSINESS PARK SPECIFIC PLAN AND THE LAND USE ELEMENT OF THE RIVERSIDE GENERAL PLAN BY INCORPORATING CHANGES TO THE FOLLOWING SECTIONS WITHIN THE SPECIFIC PLAN DOCUMENT: CIRCULATION, OPEN SPACE AND DEVELOPMENT STANDARDS AND GUIDELINES.

WHEREAS the Planning Commission of the City of Riverside, California, advertised for and held a public hearing on November 6, 1997, to consider a proposed amendment to the Hunter Park Specific Plan and the Land Use Element of the Riverside General Plan (Case SP-002-978) and thereby recommended to the City Council that the amendment proposed by Case SP-002-978 would not have a significant effect on the environment and that the amendment be approved; and

WHEREAS the City Council of the City of Riverside, California, advertised for a public hearing to be held on December 2, 1997, which was continued to and held on May 5, 1998, to consider Case SP-002-978;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Riverside, California, that the City Council finds as follows:

1. It is in the public interest to amend the Hunter Park Specific Plan and the Land Use Element of the Riverside General Plan as more particularly described below.

2. The amendment of the Hunter Park Specific Plan will not have a significant adverse effect on the environment.

BE IT FURTHER RESOLVED that the Hunter Park Specific Plan and the Land Use Element of the Riverside General Plan are hereby amended by adopting the changes set forth on Exhibit A which is attached hereto and by this reference incorporated herein, and those changes are hereby incorporated into the following sections of the Hunter Park Specific Plan: Circulation, Open Space, and Development Standards and Guidelines as set forth in the document attached hereto as Exhibit B and incorporated herein by this reference.

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City Attorney's Office
3900 Main Street
Riverside, CA 92522
(909) 782-5567

BE IF FURTHER RESOLVED that the amendments adopted by this resolution shall be noted on the appropriate specific plan and general plan maps previously adopted by the City Council.

. ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this 26th day of May, 1998.

Mayor of the City of Riverside

Attest:

City Clerk of the City of Riverside

I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council of said City at its meeting held on the 26th day of May, 1998, by the following vote, to wit:

Ayes: Councilmembers Beaty, Defenbaugh, Kane, Clifford, Thompson and Pearson.

Noes: None.

Absent: Councilmember Moore.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 26th day of May, 1998.

City Clerk of the City of Riverside

KMG/abs
05/18/98
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City Attorney's Office
3900 Main Street
Riverside, CA 92522
(909) 782-5567

LAND USE COMMITTEE RECOMMENDED AMENDMENTS

- Circulation Amendments

1. Eliminate future (planned) Michigan Avenue (Gage Canal Road) from Marlborough Avenue to the proposed cul-de-sac north of Palmyrita Avenue. Planned Marlborough Avenue to be shown to extend as a 66 foot-wide local industrial street easterly from Rustin Avenue to terminate as a cul-de-sac on the westerly side of the Gage Canal.

2. Amend the circulation plan to indicate there will be one north-south street constructed between Palmyrita and Columbia Avenues between the Southern Pacific Railroad (SPRR) and the Gage Canal. The precise location of this street shall be determined by the Public Works Department, in consultation with the property owner, at such time as the property within these limits is developed. In the event that existing Northgate is retained as this north-south connection, additional right-of-way will be required at Palmyrita Avenue in order to off-set the street a minimum of 150 feet easterly from the existing SPRR at Palmyrita Avenue (see Exhibit 6 and page 22).

3. Commence the transition of the planned right-of-way width of Columbia Avenue easterly of the Southern Pacific Railroad spur to 4 lanes and 88 feet wide. The details of the transition to be determined by the Planning and Public Works Departments in conjunction with future development of adjacent property. Between Iowa Avenue and the Southern Pacific Railroad spur, Columbia Avenue would remain as a planned 6-lane, 134-foot-wide right-of-way with median.

4. Clarify that all collector and arterial streets will be developed with minimum 8-foot-wide shoulders to serve the dual purpose for both emergency parking and bike lanes with posted "emergency parking only" signs. Also, to specify that a Class 2 bike lane will be provided on Columbia Avenue and Iowa Avenues and Spruce Street (see page 24).

5. Specify that sidewalks are not required on local streets easterly of the north-south connector described in #2 above. Sidewalks would continue to be required on all arterial streets and collector streets. Additionally, sidewalks would be required on all public streets westerly of the north-south connector (see page 24).

- Park and Recreation

6. Eliminate the Fitness Center shown at the end of Marlborough Avenue adjacent to the Box Springs Mountain Regional Park, but retain as a concept for an undesignated location to be determined at a later date through the conditional use permit process (see page 38).

- Lot Size and Setback Requirements

April 23, 1998

EXHIBIT A

7. Specify that the minimum parcel size for planning approval and overall development purposes should be the lesser of 5 acres or the preexisting lot sizes (see page 52).

8. Revise the parking and landscaping setback requirements for Columbia Avenue easterly of the north-south connector referenced in #2. to reflect the MP Zone standards (see page 53).

- Architectural Standards

9. Delete requirements for bollards (see pages 57, 62, 63 and 64).

10. Eliminate requirements for special pavers at the entrance drives (see pages 57 and 64).

11. Allow communication devices to be screened with materials and colors that are compatible with the building and to extend above a building's highest architectural element as long as they are not visible from a public street (see page 59).

12. Revise the Landscape Design Criteria section describing the Monument Entry/Gateways into the Hunter Business Park. The amendment request would delete the requirement for architectural elements such as walls, bollards and monument signs, and would allow a variety of elements with the design determined by the Design Review Board as part of the review process (see page 64) .

13. Delete the requirement that grading must reinforce architectural design (see page 58).

- Fencing

14. Revise fencing standards so as to require a landscaped block wall with suitable return along the front set back only. Properly screened chain link fencing will be permitted along the sides and rear (see page 62).

- Public Utilities

15. Provide that only new utilities, including those for rehab construction, be installed underground. Language to be clarified to refer to rehab building construction since rehab construction can also include overhead power lines that are being retained (see page 58).

16. Delete the railroad spur line easement size and elevation requirements and let the PUC, Railroad and City make these decisions (see page 63).

17. Require the installation of cable conduit in public right-of-way as part of the subdivision approval process to the specifications of the Public Works and Public Utilities Department. (New addition)

Hunter Business Park Specific Plan

ORIGINALLY ADOPTED ON 19 APRIL 1988
RESOLUTION NO. 16792

Edited to include all Specific Plan Amendments as of 05/98
by the City of Riverside Planning Department

SPECIFIC PLAN AMENDMENTS

Case	Adoption Date	Resolution No.
SP-003-889	13 November 1990	No.17628
SP-003-890	13 November 1990	No.17629
SP-007-890	23 October 1990	No.17615
SP-002-978	This case	

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I. *INTRODUCTION*

A. PURPOSE AND INTENT

The Hunter Business Park Specific Plan describes a Planned Industrial Park consisting of approximately 1,200 acres of Industrial and related uses, northeast of downtown Riverside. It addresses planning goals which are relevant to property owners, future tenants, developers and the City of Riverside, defines the development framework for the Specific Plan area, and establishes the design guidelines, development criteria and implementation measures necessary to implement the Hunter Business Park Specific Plan.

B. LOCATION AND BOUNDARIES

Hunter Business Park is located northeast of downtown Riverside as shown in Exhibit I-1: Regional Location. The Specific Plan area is generally bounded by the Riverside Freeway (91/215) to the west, the Escondido Freeway (State Route 60/Interstate 215) and Spruce Street to the south, Box Springs Mountain Regional Park to the east and the Riverside County Boundary (Highgrove Area) to the north as shown in Exhibit I-2: City Location. The project area is connected by the adjacent freeway network which links the local population centers of San Bernardino, Riverside and Ontario, and provides regional access to Los Angeles and Orange Counties as well as markets outside Southern California.

C. ISSUES, PROBLEMS AND OPPORTUNITIES

The City initiated the formation of an advisory committee for Hunter Park to identify local issues, constraints, opportunities, and development potential and to review alternative land use scenarios. This committee consists of property owners, area businessmen, City Staff and others with a long standing interest in the Hunter Business Park Area. Several workshops between the Advisory Committee, the consultants and the City Staff were held to ensure the development of a high-quality industrial district plan. The following provides a general overview of the issues, problems and opportunities which were discussed and reviewed at the various workshops and resulted in the development of the goals and objectives and eventually the preferred development plan.

Land Use/Zoning — The Hunter Business Park area consists of a range of land uses of varying quality and size. Potentially, the large amount of vacant/underutilized land in the area could be used for a wide variety of new uses. It is critical to establish a range of desirable new uses to insure high quality development in the area.

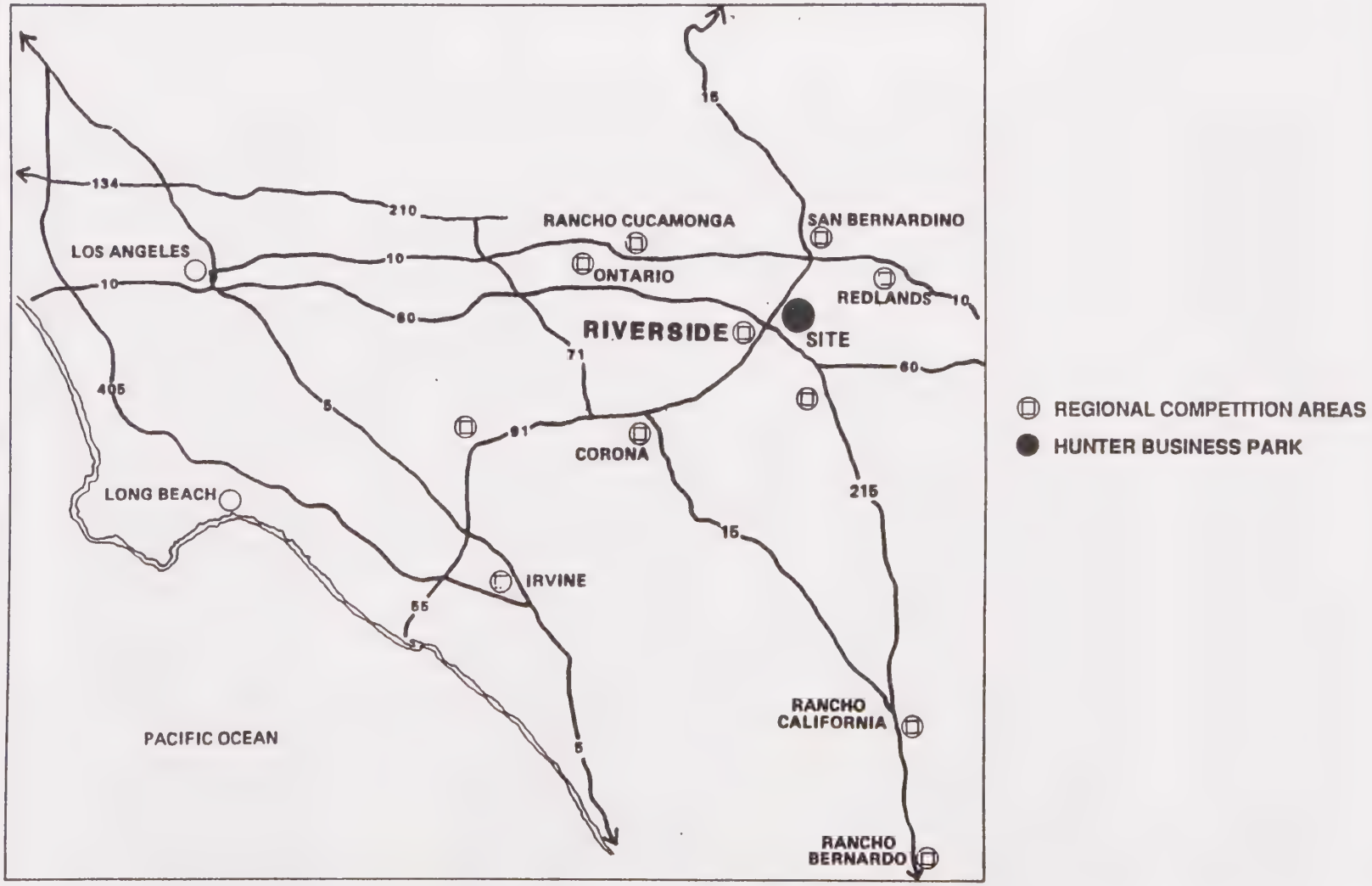


Figure I — 1: *Regional Location*

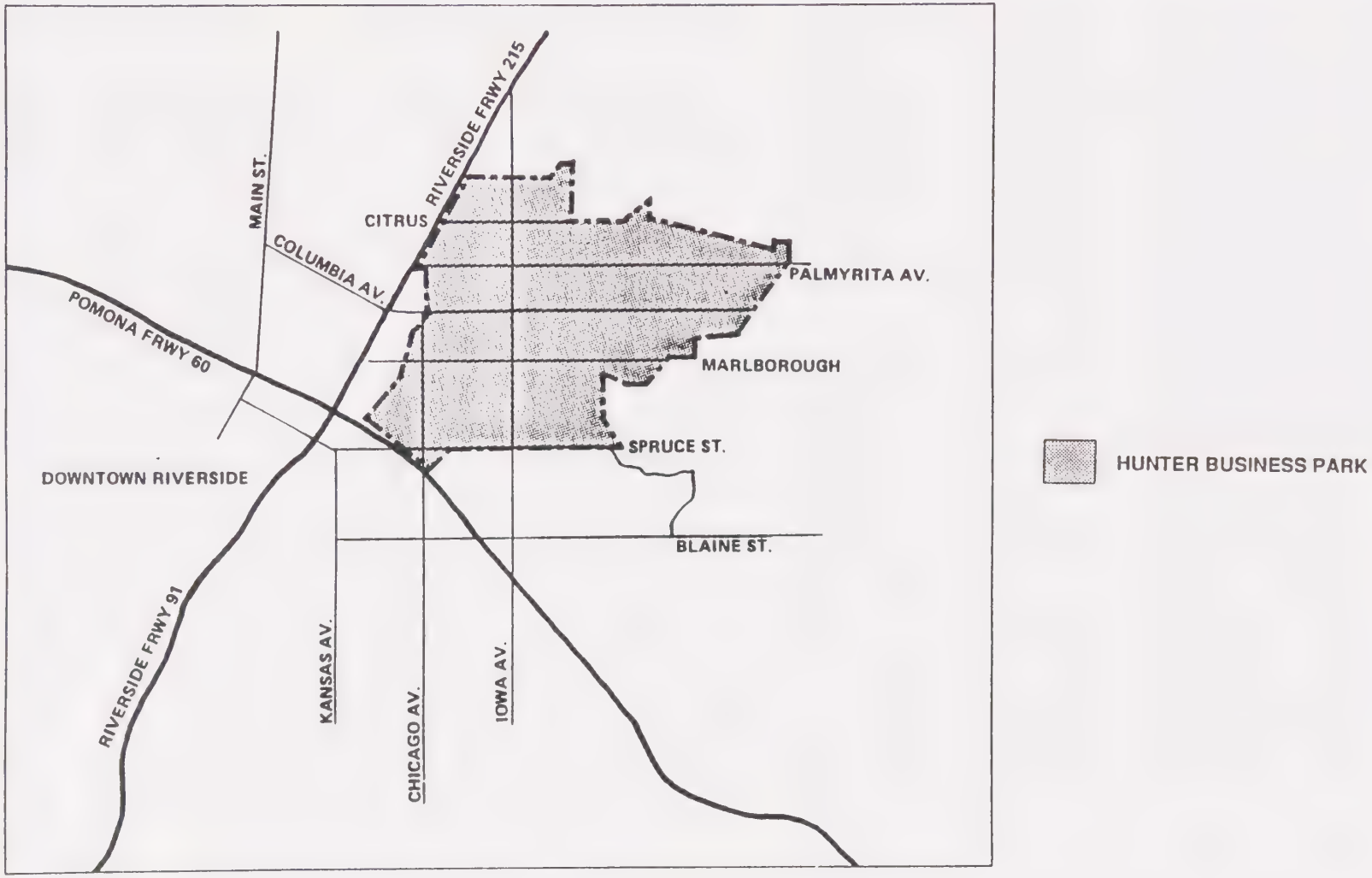


Figure I — 2: *City Location*

Circulation — The Specific Plan area suffers from poor freeway access and poor road quality especially at the railroad crossings. Traffic to the County operated sanitary land fill, east of the project area, is also a problem in the area. Visibility into much of the area from the freeway is very good.

Infrastructure — Infrastructure in the area (utilities, streets, lighting) is lacking in certain areas and in other areas is unattractive (e.g. overhead power lines). With appropriate guidelines and implementation measures, many of these infrastructure problems can be remedied.

Urban Design — The Specific Plan area lacks a cohesive image and area identity. The appearance of most of the area, the lack of signage and landscaping, and the trash in the area, contribute somewhat to a negative image. The development of a theme for the area and the subsequent programs necessary to implement the various elements of this theme will help establish a strong image for Hunter Business Park.

Implementation/Marketing — The Hunter Business Park Specific Plan Area is currently poorly developed as well as underdeveloped. The opportunity exists to actively market the area as well as to establish a series of implementation measures to draw quality projects into the area.

Measure C — Five parcels within the Plan area have been identified as being affected by the agricultural provisions of Measure C. This measure was approved by the City's voters on November 3, 1987 and became effective on November 20, 1987. Measure C states that agricultural lands "shall mean all lands designated for agricultural use in the City's General Plan and/or Zoning Ordinance as of June 1, 1987 and all parcels of land greater than ten acres in size in active agricultural production as of the effective date of this measure or within one year prior thereto."

These properties were subsequently interpreted to not be affected by this measure, by a special committee appointed by the City Council, responsible for interpretation of Measure C. This action was formalized under Specific Plan Amendment case SPA-3-890 on November 13, 1990.

D. GOALS AND OBJECTIVES

The following goals and objectives are the recommendations of the Hunter Business Park Citizen's Advisory Committee. Because of this groups's collective understanding of the area, these goals and objectives are those which best reflect the future of the Hunter Business Park area and its relationship to the City. Collectively, these goals and objectives constitute policy guidelines for the Specific Plan.

1. To develop a major **employment center** for the City of Riverside.

2. To create a **high quality industrial park environment** which will stimulate investments by the private sector.

3. To improve **automobile and pedestrian** access while **maintaining rail** access and to improve visual recognition of the Business Park area from the adjacent freeway network.

4. To **enhance** on Hunter Business Park's **unique features**, including Hunter Park, Box Springs Mountain Regional Park and city vistas.

5. To establish appropriate **implementation programs** to provide necessary **infrastructure improvements**.

6. To establish **unique and practical planning concepts** which will enhance Hunter Business Park's competitive position in the region.

E. CONTENTS

The Specific Plan for Hunter Business Park has been organized to provide a framework which will insure coordinated, efficient and high quality industrial development.

The Specific Plan is organized into the following sections:

Industrial Area Development Framework, establishes the basic structure of the Specific Plan - the goals and objectives, the proposed development framework, and the existing and proposed land use, circulation, public service and open space concepts for the project.

Development Standards and Guidelines, presents design and development criteria which will be specifically required in addition to Title 19 of the Riverside Municipal Code for the Hunter Business Park Specific Plan Area.

Implementation, describes the regulatory procedures and sources of financing as the means of implementing the Specific Plan. The Hunter Business Park Specific Plan provides for a logical distribution of industrial and related support uses within the project area thus promoting creative and imaginative design solutions within a flexible development framework. The Specific Plan, once adopted, will establish the overall development patterns in Hunter Business Park.

F. AUTHORITY AND SCOPE

The adoption of this Specific Plan by the City of Riverside is authorized by Section 65450 et. seq. of the California Government Code. The Government Code authorizes

cities of counties to prepare, adopt and administer Specific Plans for portions of their jurisdictions, as a means of implementing the General Plan.

G. APPLICATION

The Hunter Business Park Specific Plan applies only to that property within the city of Riverside and shown as "Hunter Business Park." The boundary of the approximately 1,200-acre site is shown on Exhibit I-2: City Location.

H. SPECIFIC PLAN ADOPTION

The process for the adoption of a Specific Plan requires a public hearing by the Planning Commission. Based upon a recommendation by the Planning Commission, the City Council may then adopt the Specific Plan by ordinance or resolution. The adoption by resolution is common when no existing zoning ordinance or other code is amended. Once the Specific Plan is adopted, the City Council is required (by the Subdivision Map Act) to deny approval of any tentative or final subdivision which is consistent with the Specific Plan {Government Code, Section 66474 (b)}.

II. HUNTER BUSINESS PARK PLAN

A. PROPOSED DEVELOPMENT FRAMEWORK

The proposed Hunter Business Park Specific Plan is consistent with the content and structure of the Riverside General Plan, but provides a more specific level of detail for implementation. The goals and objectives stated in the General Plan are statements which define the City's aspirations and intentions. In addition to the General Plan's goals and objectives, more specific goals and objectives were established for Hunter Business Park. These are stated in the Introduction.

The Hunter Business Park will accommodate a variety of industrial and industrial support uses and other related and compatible uses. Commercial uses may be permitted where compatible with industrial uses and with the overall goals of the Specific Plan.

The Specific Plan recognizes those factors which will influence and support public and private investment decisions including:

- Full public services to the site.
- Good vehicular access to development sites and to a regional network of arterials and, where appropriate, rail access.
- Attractive, coordinated streetscapes.
- Pleasant surroundings and assurance that future development will be compatible.
- Sufficient flexibility for future, unanticipated market changes.
- Availability of public and private facilities in support of industrial development, including services to both management and employees.

The Specific Plan places emphasis on bringing improved industrial sites into the market place and providing for a reserve of prime industrial land potential. The plan accentuates the availability of developable land within the city by the opening of inaccessible land with new roads.

The development program for the Specific Plan area is depicted and regulated through a series of plans presented in this report. The following sections present the existing conditions and proposed plans for land use, circulation, public services, and open space within the project area. The Land Use and Circulation Plans establish standards and requirements which individual development projects within the

Specific Plan area must meet. The plans for Public Services and Open Space describe programs for coordinate public-private development.

B. LAND USE

The following section discusses the existing and proposed land uses within and surrounding the Hunter Business Park area.

1. EXISTING LAND USE

Existing uses within the project area, illustrated in Exhibit II-1: Existing Land Use, are scattered and lack continuity. The majority of developed land is located between the Riverside Freeway (I-215), the Escondido Freeway (S.R. 60/I-215) and Iowa Avenue. Access and the lack of public services have been the principal obstacles to development in this area. The remainder of the project area, east of Iowa Avenue, is composed of several large parcel industrial users, scattered smaller industrial users, orchards, and vacant land.

To better define the project area and the existing land uses, the Hunter Business Park Specific Plan Area was divided into four existing land use areas as illustrated in Exhibit II-2: Existing Land Use Areas. These areas were determined based upon common existing land use character and barriers and/or edges such as roads and railroad lines. These areas, which are described below, characterize the existing environment.

AREA 1

Area 1 is located south of Columbia Avenue and west of Iowa Avenue. This area has limited freeway exposure to both west and east-bound traffic with access to east-bound traffic at Spruce Street. Existing land uses in this area include limited commercial, located at Spruce Street and Chicago Avenue at the Interstate 215 Freeway. In addition, scattered residential farm houses remain from when the area was predominantly for agriculture, and orange groves. Also in this area is the Riverside Public Utilities Department's Hunter Substation, located on Chicago Avenue.

The balance of land in this area is industrial (e.g. incubator industry, assembly, office with some scattered vacant/undeveloped parcels. Because development in this area is fairly new and in good condition, this area presents the best current image of Hunter Business Park.

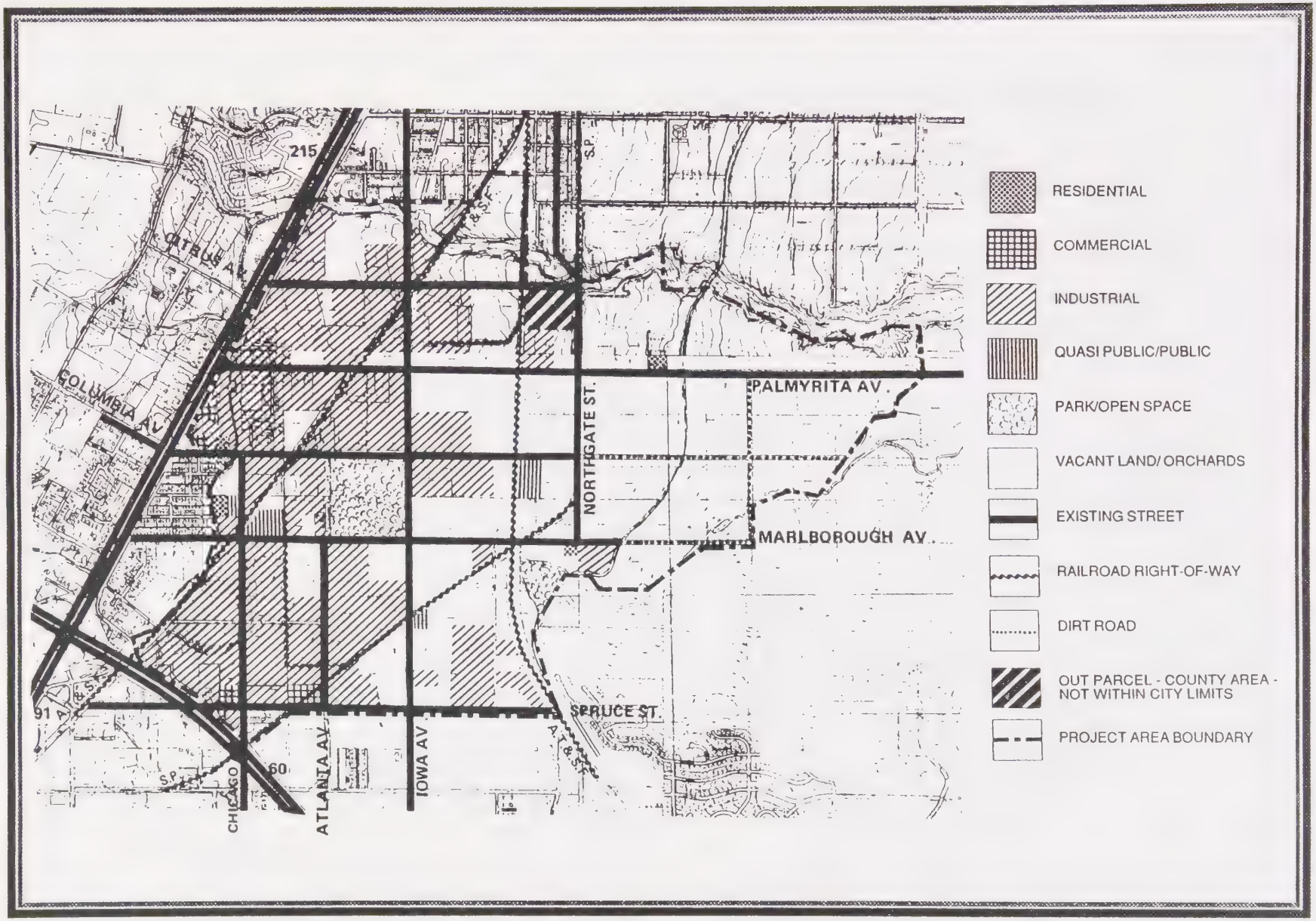


Figure II — 1: *Existing Land Use*

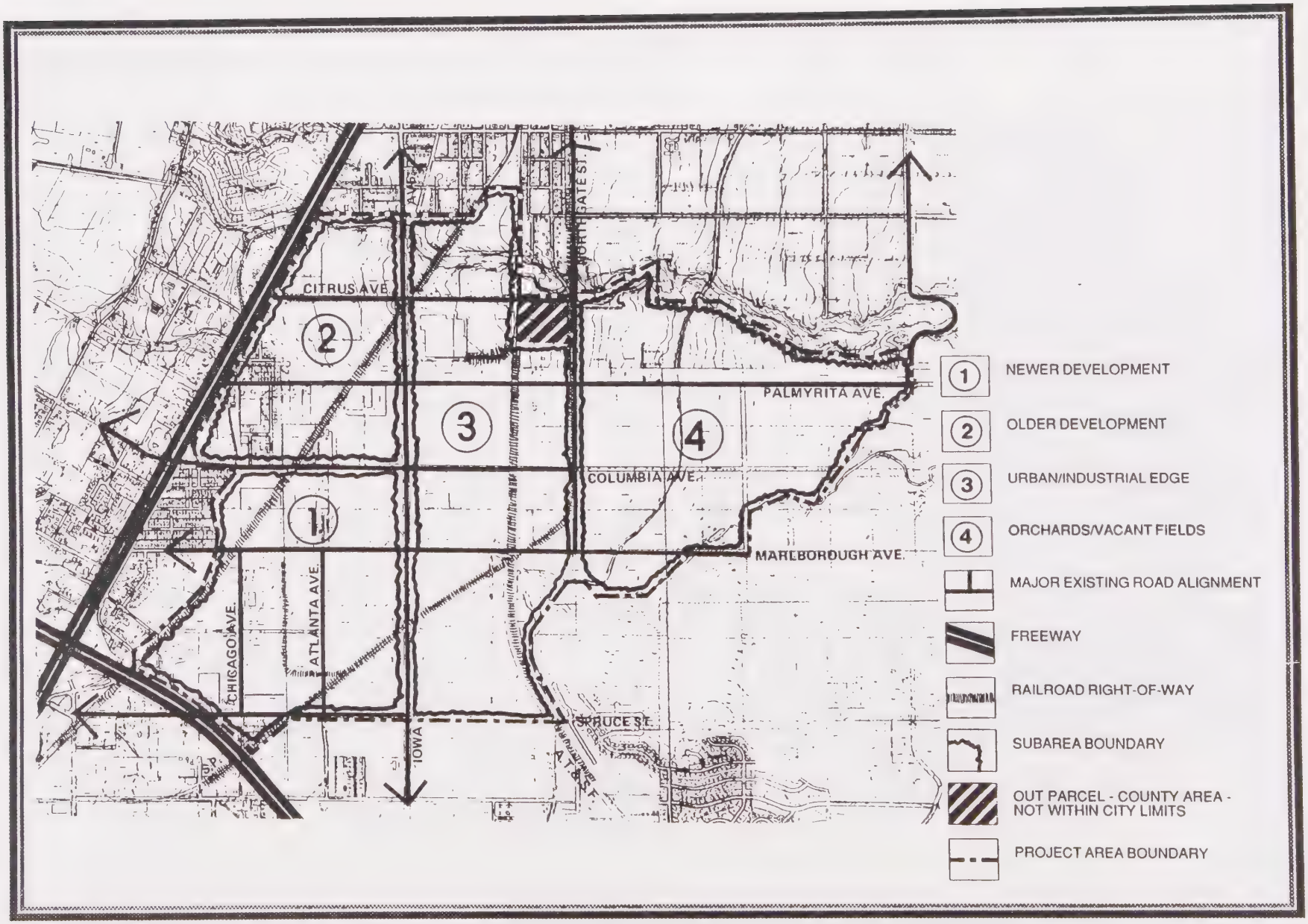


Figure II — 2: *Existing Land Use Areas*

Hunter Park, a City community park located on Iowa Avenue, provides an outstanding opportunity to create a visual and activity focus for the Industrial Park while serving the broader recreation needs (e.g. hobbyist) of the City.

The Atchison, Topeka and Santa Fe main line, and the Southern Pacific spur line railroad tracks bisect the area.

AREA 2

Area 2, located north of Columbia Avenue and west of Iowa Avenue, is an older portion of the project area. The western edge of the area is adjacent to the Riverside Freeway (I-215) and has limited freeway visibility as a result of right-of-way landscaping and an older residential area built on small lots. There are several scattered vacant/undeveloped parcels in the area. The balance of the area is a variety of desegregate uses (e.g. industrial-manufacturing, wholesale operators, commercial-office, and truck sales) which lack architectural or functional relationships to the surrounding parcels. The Atchison, Topeka and Santa Fe railroad bisects the area. This area, because of its generally poor and run down condition, may qualify for redevelopment. A blight study is recommended for this area.

AREA 3

Area 3 is located between Iowa Avenue and the Southern Pacific railroad spur line adjacent to Northgate Street. Existing land uses are primarily industrial (e.g. manufacturing, distribution, assembling, and warehouses) located along Iowa Avenue. Several companies on large parcels are also located in this area. These include the Lily Tulip Company, Bourns, Inc. and UARCO, Inc. A major portion of the balance of the area is vacant/undeveloped parcels. Several parcels are currently under agricultural production as orchards. The area is bisected by the Atchison, Topeka and Santa Fe spur tracks which connect with their main line, just north of the area.

AREA 4

Area 4, located east of Northgate Street, is mostly undeveloped. This area, with the exception of the orchards, is primarily vacant, undeveloped land lacking major utility and circulation improvements.

C. SURROUNDING USES

Areas immediately west of the project area are largely developed. A number of residential areas surround the project area including the unincorporated community

of Highgrove to the north and the Riverside areas of Eastside and Canyon Crest to the south. The residential uses in these areas range from medium-high/high density attached dwellings to medium-low density detached dwellings. Located directly west of the Hunter Business Park, across the Riverside Freeway (Interstate 215), are medium-low density residential uses. The range of residential uses available near the project area provides housing opportunities for an excellent local employment base.

1. PROPOSED LAND USE

The existing Land Use Area, discussed above, provide a generalized view of the present character of the area. These existing areas do not exhibit the pattern of uses or character of development which are appropriate for the future image of Hunter Business Park. Therefore, three new Land Use Districts have been established to provide a broad range of industrial development opportunities, with common uses and guidelines, for each area. The establishment of these districts is based upon consideration of existing uses, circulation, citizen advisory committee goals and objectives, and the existing ownership/parcelization patterns. The Land Use Districts, in conjunction with the proposed Circulation and Open Space systems (Exhibits II-3, II-4 and II-12) are the heart of the plan for Hunter Business Park. The Proposed Land Use Districts are illustrated in Exhibit II-3. Within these districts, various uses will be permitted or prohibited based upon the existing zoning. The uses which will occur in these districts build upon the framework of existing and proposed uses and networks to create a distinct development character for each district.

The following section presents the general development character of each district. The Development Standards and Design Guidelines presented in Chapter III clearly establish the zoning tools and design mechanisms for achieving each district's distinct character.

General Industrial District — The General Industrial District provides for the broadest range of light and medium industrial activities. Low intensity industrial support, such as commercial uses, will also occur within this district.

The land use activities will predominately be infill of those parcels remaining vacant or underdeveloped and will include, but not be limited to, incubator industries, wholesaling, support commercial and office uses. Appropriate land uses can be either rail served or functionally linked to a rail served land use.

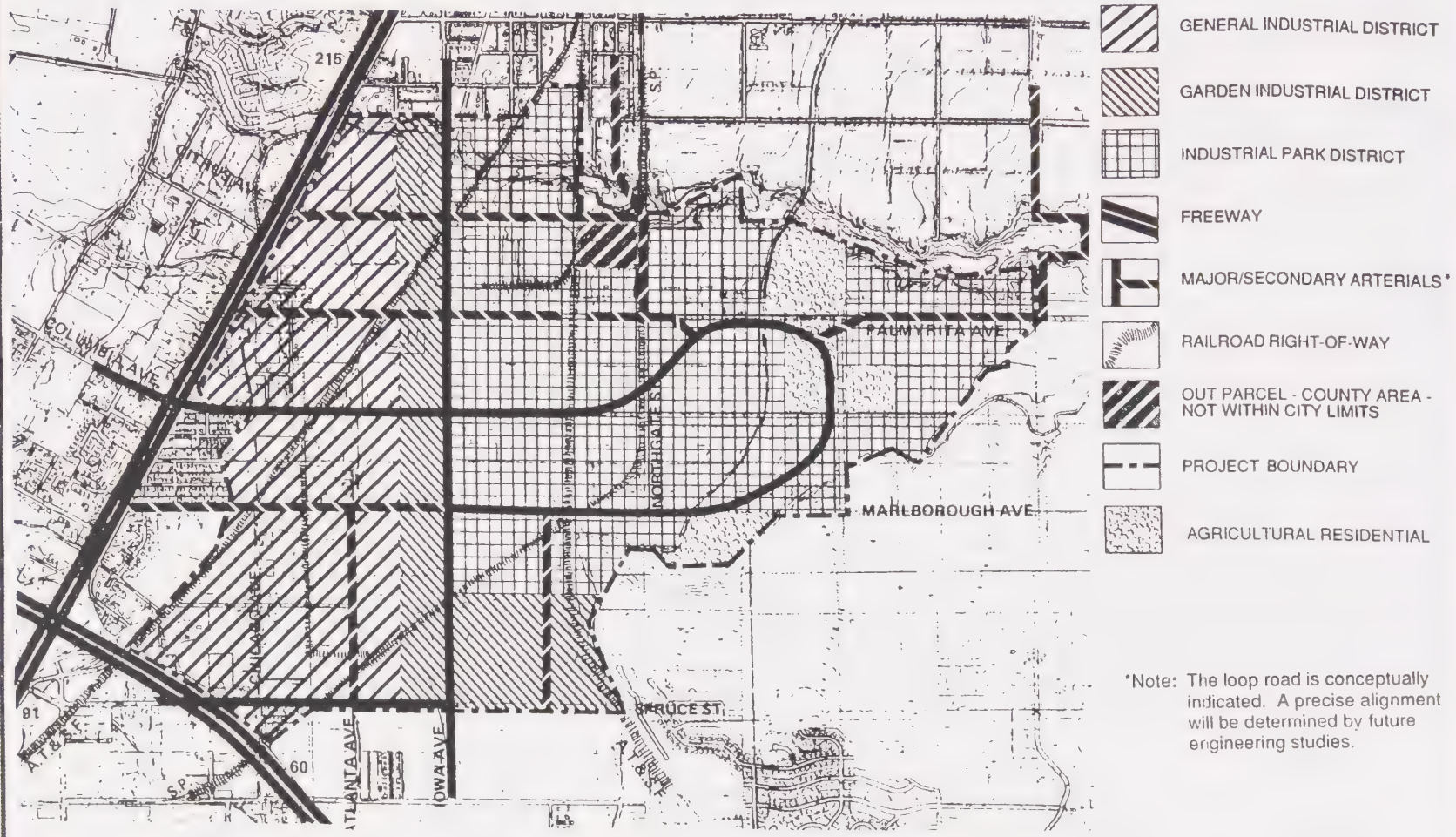


Figure II — 3: *Proposed Land Use Districts*

Garden Industrial District — This district is similar to the General Industrial District with the exception that no commercial uses will occur. The land use activities will include, but not be limited to, transportation, manufacturing, and fabrication of products which either require truck or rail traffic or the transportation of bulky items.

Industrial Park District — This district will serve industrial users with the desire to locate within an attractive and cohesive working environment in a prestigious location. This district will include, but not be limited to, light industrial uses, research and development facilities (including laboratories), administration facilities, limited types of warehousing, and wholesale operations.

The location of the rail lines within this area provides excellent opportunities to serve future industrial-transportation-distribution facilities.

Within these proposed land use districts, there exist areas of **Quasi-Public/Public Open Space**. These areas are utilized either for utility uses such as retention basins, or for open space. The open space areas include park areas such as the existing City community park, Hunter Park. The arroyo portion of the Specific Plan area, known as Springbrook, is a natural open space feature. In addition to its open space potential, this arroyo provides a logical division between residential areas to the north and the industrial uses proposed within the Specific Plan area to the south.

Also located within the proposed land use districts, are areas of **Residential Infill**. This designation is primarily for the vacant or underdeveloped area north of the arroyo (Springbrook, located in the Industrial Park District). The proposed residential development will be similar and compatible with the residential uses existing in this area.

D. CIRCULATION

1. EXISTING

The principal regional road network elements serving the **Circulation** Specific Plan area are Interstate 215 (Riverside Freeway) and State Route 60/Interstate 215 (Escondido Freeway).

Two existing freeway interchanges, Columbia Avenue (I-215) and Spruce Street (S.R. 60/I-215) provide access to the project area. The Spruce Street Interchange is not a full interchange and only serves from the west. These two interchanges are supplemented by Iowa Avenue linked to the State Route 60/Interstate 215 Freeway at Third Street/Blaine Street.

The pattern of arterials and collector streets within the project exists primarily west of Iowa Avenue, and is either below standard or nonexistent east of Iowa Avenue.

Growth and development, particularly in the eastern portion of the project area, cannot proceed efficiently without the implementation of a comprehensive system of east-west arterials and collectors.

2. RAIL

In addition, the project area is currently served by the Union Pacific, Southern Pacific, and the Atchison-Topeka and Santa Fe Railroads. This factor makes the area ideally suited for an industrial center. However, the railroad tracks contribute to traffic congestion at the various railroad crossings.

3. PUBLIC TRANSPORTATION

The Riverside Transit Agency (RTA) provides bus service within the City of Riverside and the project area. Bus Route 25, which runs along Iowa Avenue, connects the Highgrove area to downtown Riverside. The growth of Hunter Business Park into a major employment center will increase commuter inflow into the area. The City of Riverside is connected to a regional transit network which will provide other opportunities for access to the project area by means other than private automobile. These opportunities include possible bus, train and trolley connections.

4. PROPOSED

The proposed circulation system for the project area relies on the **Circulation** major thoroughfares which currently exist or are proposed to be extended into the area, including, Iowa Avenue, Columbia Street, Spruce Street, Chicago Avenue, Marlborough, Palmyrita, and Citrus Avenues.

The Circulation improvements are depicted in Exhibits II-4: Proposed Circulation with typical roadway sections illustrated in Exhibits II-5: Roadway Sections. A major emphasis of the plan concentrates on providing the necessary circulation system which will result in full utilization of the project area's undeveloped and vacant land. The circulation system, in conjunction with the land use districts (Exhibit II-3) and the Open Space system (Exhibit II-12) are the central elements of the Hunter Business Park Plan and together, establish the development character of the area.

5. RIGHTS-OF-WAY

Traffic generated by new industrial development will require upgrading several streets serving the Specific Plan area. Right-of-way improvements will ease traffic flow and pedestrian movement, in addition to creating a more pleasing environment. A traffic generation/distribution analysis, including an operations analysis of intersections and interchanges for the year 2010 is necessary to justify the adequacy of the proposed street system. A revised traffic study was prepared for this project in March of 1990 by Greiner & Associates as a separate document in association with Specific Plan Amendment case SPA-7-890 adopted by the City Council on October 23, 1990.

The following street classifications are based upon this study and the Circulation Element of the Riverside General Plan.

Major Arterial (88, 110 & 134 foot rights-of-way): This classification within the project area has four (4) or (6) travel lanes. Major arterials connect the freeways to secondary collectors or directly to traffic destinations.

Roadways of this classification within the project area are described below.

- Columbia Avenue — This will be one of two primary project gateways (at Interstate 215). It would be extended east, with parts of it realigned, to extend northerly and connect to Palmyrita Avenue.

  Columbia Avenue would be a 6 lane divided, 134' wide roadway from the designated north-south connector to the Freeway. East of the north-south connector, Columbia will be a four lane street with an 88' wide right-of-way. The shoulders of this street will serve a dual purpose for both emergency on-street parking and bike lanes. A striped Class 2 Commuter bike lane will be provided on Columbia Avenue and "Emergency Parking Only" signs posted. It should also be noted that Columbia Avenue is a Federal Aid Urban (FAU) Route. This designation affords some Federal funding for the maintenance of Columbia Avenue.

- Iowa Avenue — This will be utilized as the primary north/south street through the project area. It will also serve as a secondary gateway to the project area from the Highgrove community on the north and State route 60/Interstate 215 via Blaine Street, to the south. In addition to being a secondary gateway, Iowa Avenue is a key alternate route for I-215 between S.R. 60 and San Bernardino County.

Iowa Avenue is proposed to be a 6 lane divided street to be widened to its 120 foot right-of-way. The existing medians will be replaced with landscaped medians. Iowa Avenue between Citrus Avenue and Spruce Street is also a designated FAU route.

- Chicago Avenue — A north/south arterial with a 110 foot right-of-way will connect Spruce Street with Columbia Avenue. Chicago Avenue between Columbia Avenue and Spruce Street is a designated FAU route.

Major Arterials (88 foot right-of-way):

- Marlborough Avenue — Easterly of Iowa Avenue, Marlborough Avenue would have an 88' right-of-way with four lanes divided, including an 8' wide shoulder for emergency breakdowns. A 4' wide tree planting/ landscape/ utility easement will be required along Marlborough Avenue.

- Spruce Street — Proposed improvements would expand Spruce Street to its ultimate 88 foot right-of-way, with four lanes, undivided, linking it with Watkins Drive which runs along the northern portion of the University of California Riverside Campus. Spruce Street is also a designated FAU route. The existing interchange at Spruce Street is to be closed. However additional ramps would be added at Highway 91 contiguous to the Southern Pacific Railroad right-of-way to provide access to Spruce Street via La Cadena Drive.

- Palmyrita Avenue — This east/west collector is proposed to have an 88 foot right-of-way including an 8' wide shoulder for emergency breakdowns. A 4' wide tree planting/landscape/utility easement will be required along Palmyrita Avenue. Presently, the railroad crossing is proposed to be improved using 203 Funds.

Industrial Collectors (66 foot right-of-way):

- Citrus Avenue — This is designated a collector with a 66 foot right-of-way. It serves as a link from Iowa Avenue to East La Cadena Drive, adjacent to Interstate 91/215.

- Northgate Street — This is a collector with a 66 foot right-of-way. A portion of Northgate will be may be vacated between Columbia and Palmyrita. Northgate will remain between Marlborough and Columbia.

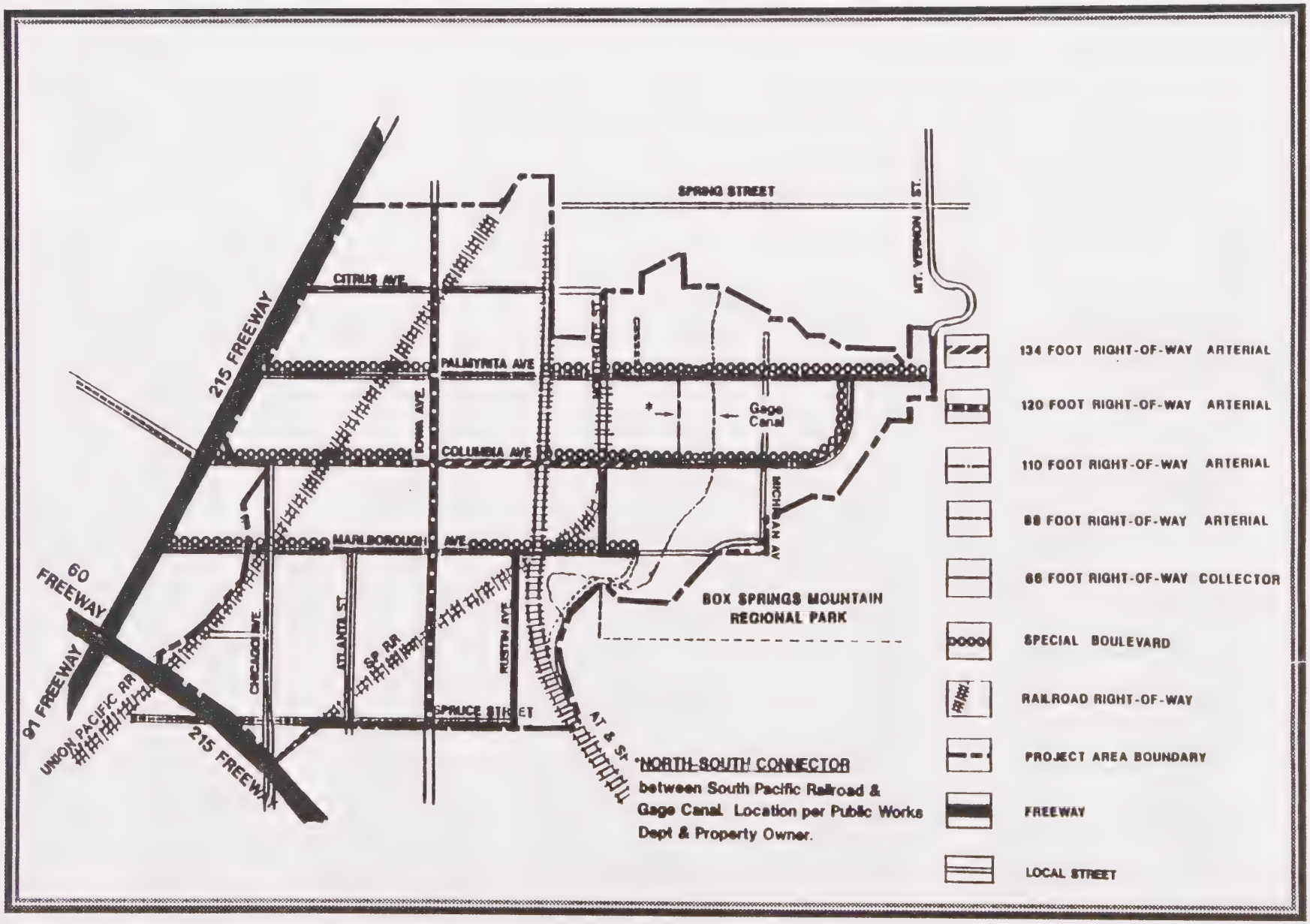


Figure II — 4: *Proposed Circulation*

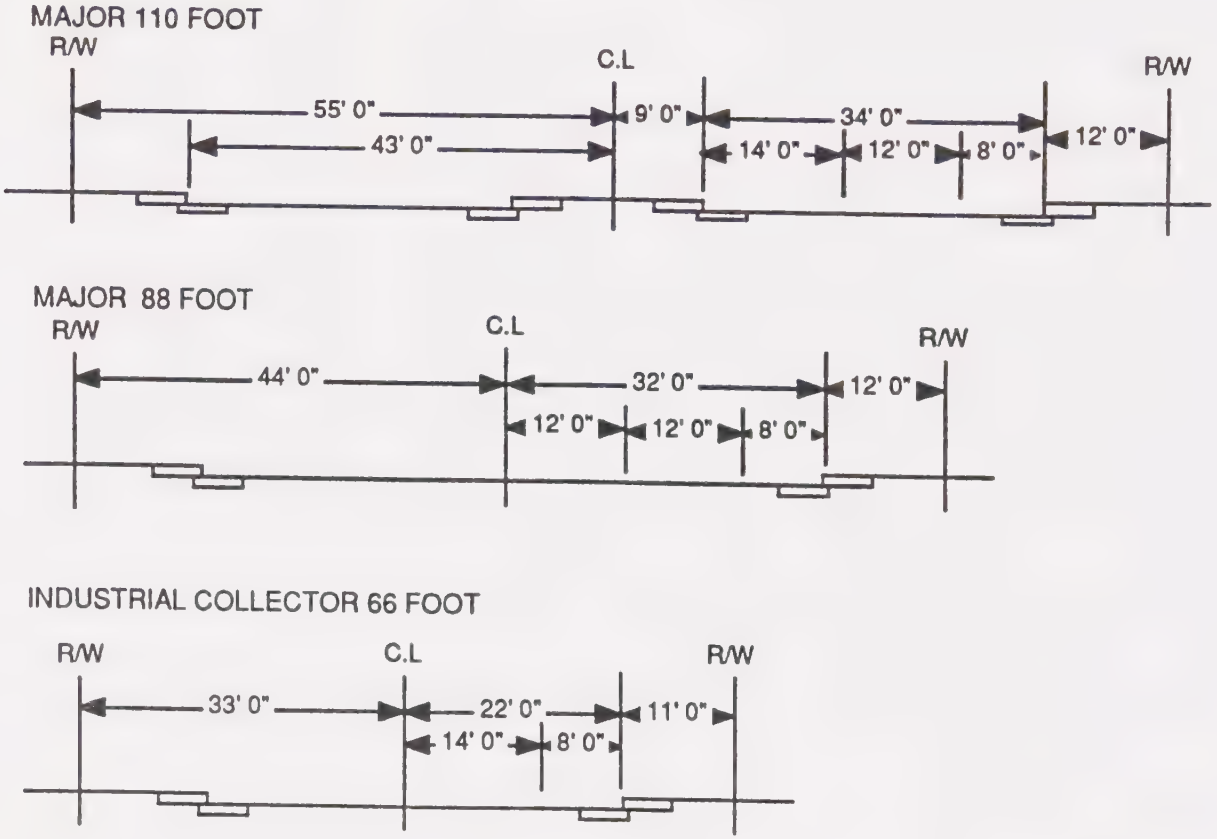


Figure II — 5: *Roadway Sections*

- North-South Connector - This connector is to provide a north-south connection between Columbia Avenue and Palmyrita Avenue. It will be located between the existing South Pacific Railroad and the Gage Canal as shown on Exhibit II-4: Proposed Circulation. In the event this is to retained as Northgate Street, additional right-of-way will be required at Palmyrita Avenue in order to offset the streets a minimum of 150 feet from the existing South Pacific Railroad at Palmyrita Avenue.

6. TRANSIT

The Riverside Transit Agency (RTA) provides bus service within the City of Riverside. The Specific Plan recognizes the benefits provided by the RTA by encouraging a continuation and upgrading of bus service. The placement of comfortable, protected (sun and inclement weather) bus stops, and the opening of new roadways which offer opportunities for additional bus routes, are several goals of the development program with respect to public transportation.

7. RAIL ACCESS

Excellent rail facilities are provided by the existence of the Union Pacific, Atchison, Topeka and Santa Fe, and Southern Pacific lines. The location of the lines within and adjacent to the project area provides opportunities to serve future industrial-transportation-distribution facilities which will develop in the Hunter Business Park.

There are several lead tracks and spurs serving some of the established industrial plants. It is the intent of the Specific Plan to accommodate rail usage where feasible in the designated Land Use Districts.

Development standards for providing for future rail spur access are set forth under Chapter III: Development Standards and Design Guidelines.

8. PEDESTRIAN NETWORK

A pedestrian network is provided in conjunction with the Circulation Plan to allow for pedestrian movement within the project and surrounding among the individual projects within the Hunter Business Park and to establish a framework for private and public guidelines described in the Specific Plan. The pedestrian linkage is accomplished by using the proposed roadway system of the Specific Plan area which is conceived as a series of linear parks as well as traffic corridors. In order for the proposed roadway to accomplish this dual purpose of vehicular and pedestrian access, the quality of the public

right-of-way must be enhanced through the use of enriched paving materials, lighting, street trees and landscaping.

The Specific Plan program creates an opportunity to design a network of streets and walkways which will supplement pedestrian use of Gateway streets. The pedestrian network, as shown on Exhibit II-6: Pedestrian Network, will consist of six foot sidewalks adjacent to the curb (within the rights-of-way of each adjoining street) and on site, internal pedestrian walkways to establish new patterns of pedestrian activity. Sidewalks may be eliminated on all local streets east of Northgate Street. Sidewalks are required on all arterial and collector streets and all public streets westerly of the designated north-south connector. Inclusion of plans for pedestrian access and circulation shall be submitted for review and approval as a condition of the City's Design Review Process.

9. BICYCLE ROUTES

All collector and arterial streets shall provide minimum eight-foot-wide shoulders to serve the dual purpose for both emergency on-street parking and bike lanes. A striped Class 2 bike lane will be provided on Columbia and Iowa Avenues and Spruce Street. These bike lanes are consistent with the bicycle routes shown on the Circulation/Transportation element and will connect with city wide routes. A bikeway is also designated along the Gage Canal.

E. PUBLIC SERVICES

Future demand for industrial and commercial support opportunities in Hunter Business Park calls for systematic plan for the provision of public services. The following infrastructure concept plans address these needs relative to the future development of the Hunter Business Park area and illustrate the means by which public services will be provided. It should be noted that the provisions for public utilities discussed in this section are an extension of the system which serves to the property line only. Each developer shall be responsible for utility lines on his property.

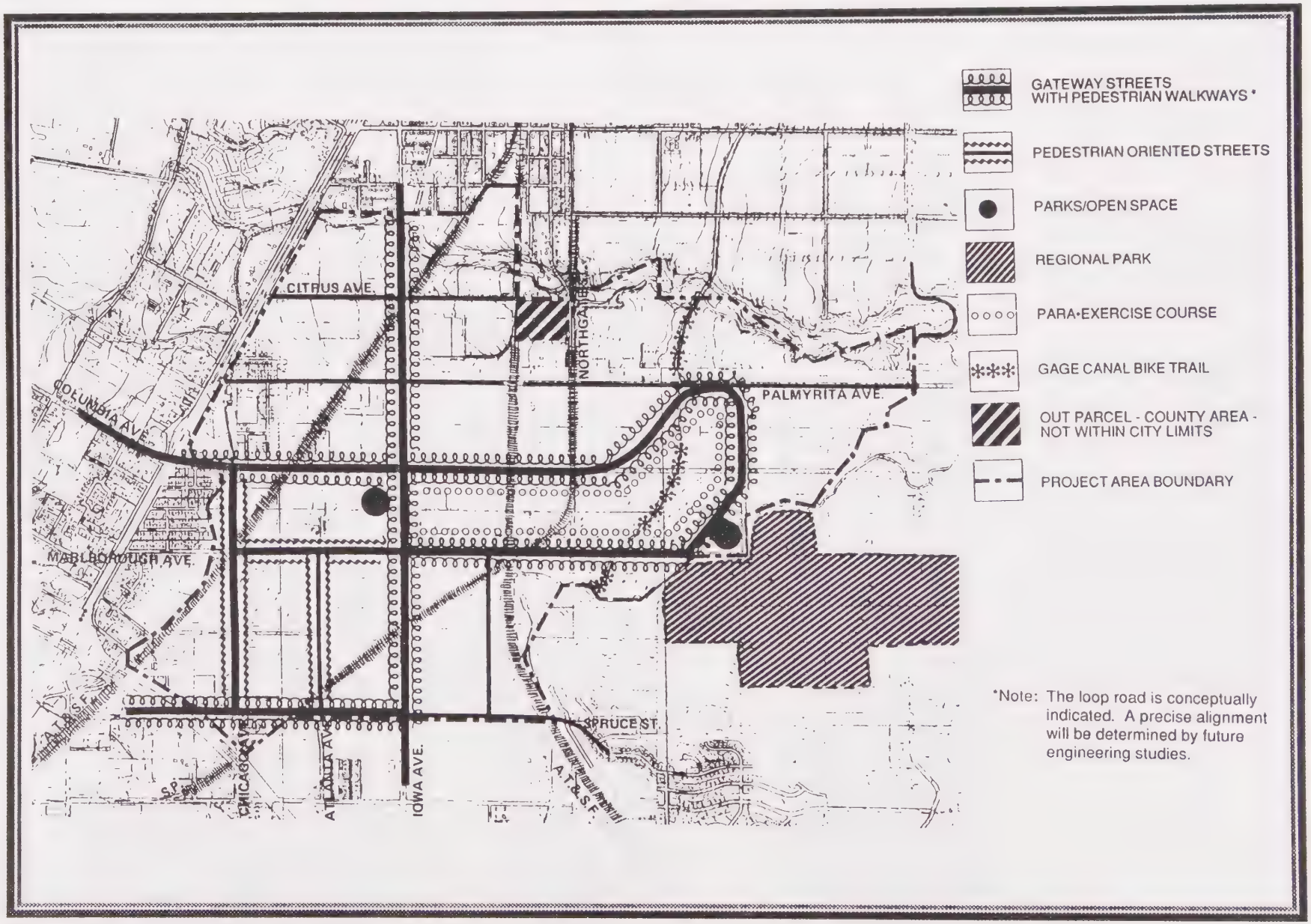


Figure II — 6: *Pedestrian Network*

1. WATER SERVICE CONCEPT PLAN

Domestic water will be supplied to Hunter Business Park by the City of Riverside Public Utilities Department. The water facilities Master Plan is currently being revised. The updated plan is expected to be completed in the Fall of 1987.

The majority of the water lines (refer to Exhibit II-7: Water Concept) in Hunter Business Park are supplied by Sugarloaf Reservoir. Sugarloaf Reservoir is located south of the project boundary and has a capacity of 5 million gallons. Water service from Sugarloaf Reservoir is available to that portion of the Specific Plan area which is below an elevation of 1080 feet.

The City's Plan for extension of water facilities within the Sugarloaf Reservoir service area recommends 12 inch interconnected water mains. The water mains would be aligned to follow the major street system as established in the Specific Plan. Sizing of the mains may be adjusted in response to different land use intensities and/or pressure requirements in the service area.

A 42-inch water line exists in Iowa Avenue. This line is a transmission main; therefore, no local connections will be made.

The easterly 110± acres of the Specific Plan area is above an elevation of 1080 feet. Water service to this area will require the construction of new facilities.

The Hunter Business Park Specific Plan should be incorporated into the City's proposed update of the Water Master Plan.

2. SEWER SYSTEM CONCEPT PLAN

The City of Riverside's Public Works Department will provide waste water treatment service for Hunter Business Park. The regional sewerage facility is located adjacent to the Santa Ana River at Van Buren Boulevard in the western area of Riverside with a capacity of 29.1 million gallons per day (mgd). Current flow is 26 mgd. The plant is scheduled for expansion to 32 mgd by 1989 and 42 mgd by 1991. Limitations on industrial or supporting developments are not anticipated. The City of Riverside does not have an adopted Master Plan of Sewers.

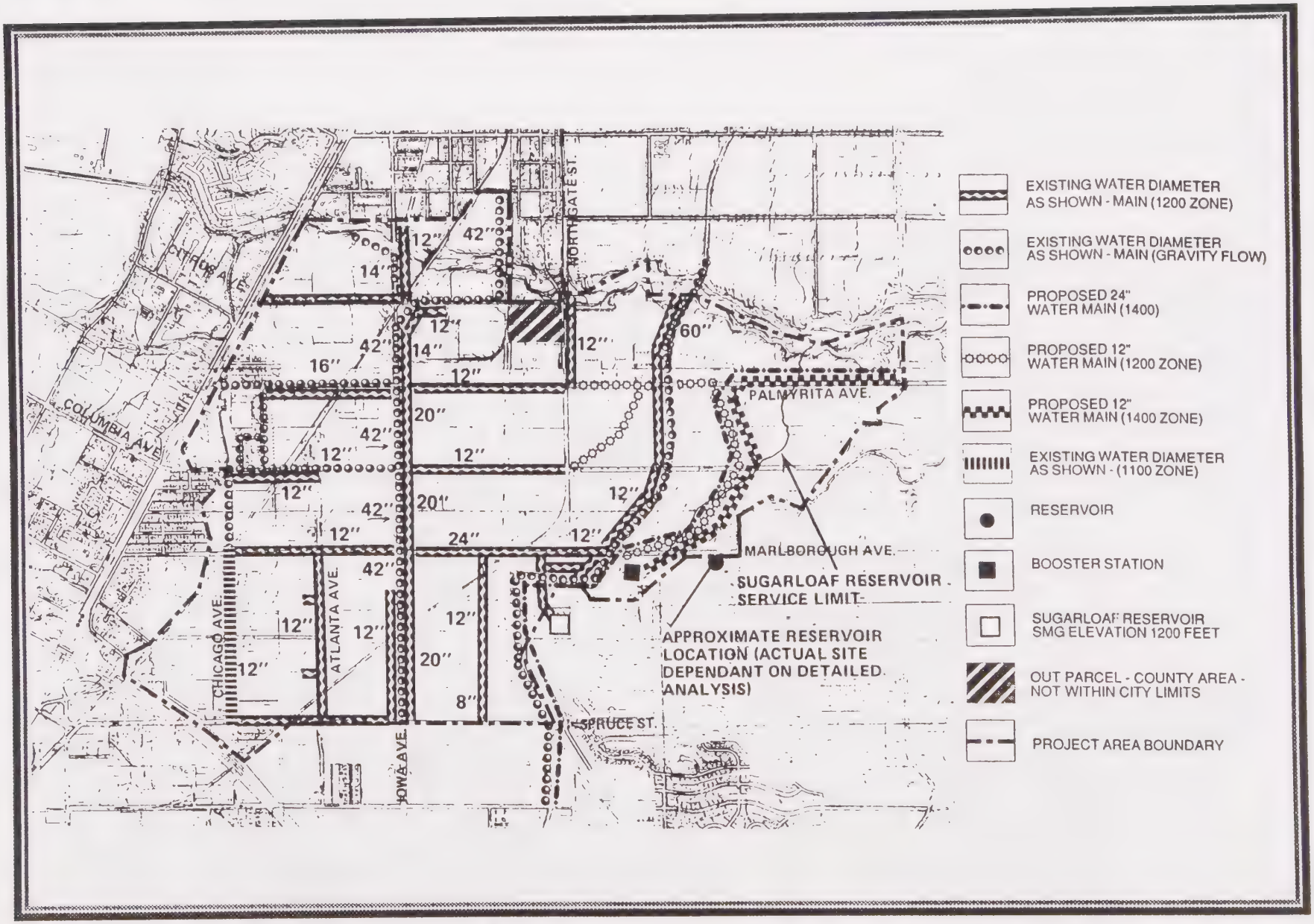


Figure II — 7: *Water Concept*

Exhibit II-8: Sewer Concept illustrates the recommended sewer system for the Specific Plan area. The sewer collection system will discharge the flow from the project into the trunk line that runs parallel to La Cadena Drive and turns westerly under the I-215 Freeway at Strong Street. The sizing of this truck line will be dependent on the types of flows generated by the various developments.

A 10-inch trunk line exists in Palmyrita Avenue. Due to its small size, its capacity will be exceeded by future flows within the Specific Plan area. This plan recommends construction of a new trunk line within Columbia Avenue, parallel to an existing line. This location was chosen to allow installation within a roadway that will that will require future expansion of the existing paved section, thereby creating the least disruption to existing facilities.

The existing 10-inch sewer in Palmyrita Avenue will continue to serve the adjacent properties and limited areas northerly within the Specific Plan area. Other local service lines will be required to be extended in streets as minimum 8-inch lines. Evaluation of line sizes should be on the basis of site specific uses to assure that potential high volume discharges, common to various types of industrial development, can be accommodated, if proposed.

The following peak flow rates should be used for the estimation of sewage discharge:

Commercial	0.010 cfs/ac
Industrial	0.012 cfs/ac

The proposed parallel trunk line in Columbia Avenue is of vital importance to the development of the eastern portion of the Specific Plan area. Funding for the proposed trunk line may be obtained from the following alternative methods.

1. The City would design and construct the lines and pro-rated fees would be assessed to developers who benefit from the construction. Development would be encouraged in the eastern portions of the Specific Plan area by this work.

2. Initial developments would be required to design and construct the lines. Reimbursement agreements would be prepared and fees would be assessed on a pro-rated basis to developments which would benefit at a later date. Development might be discouraged due to the initial monies which would be expended for the sewer system; consequently, portions of the Specific Plan area may remain undeveloped.

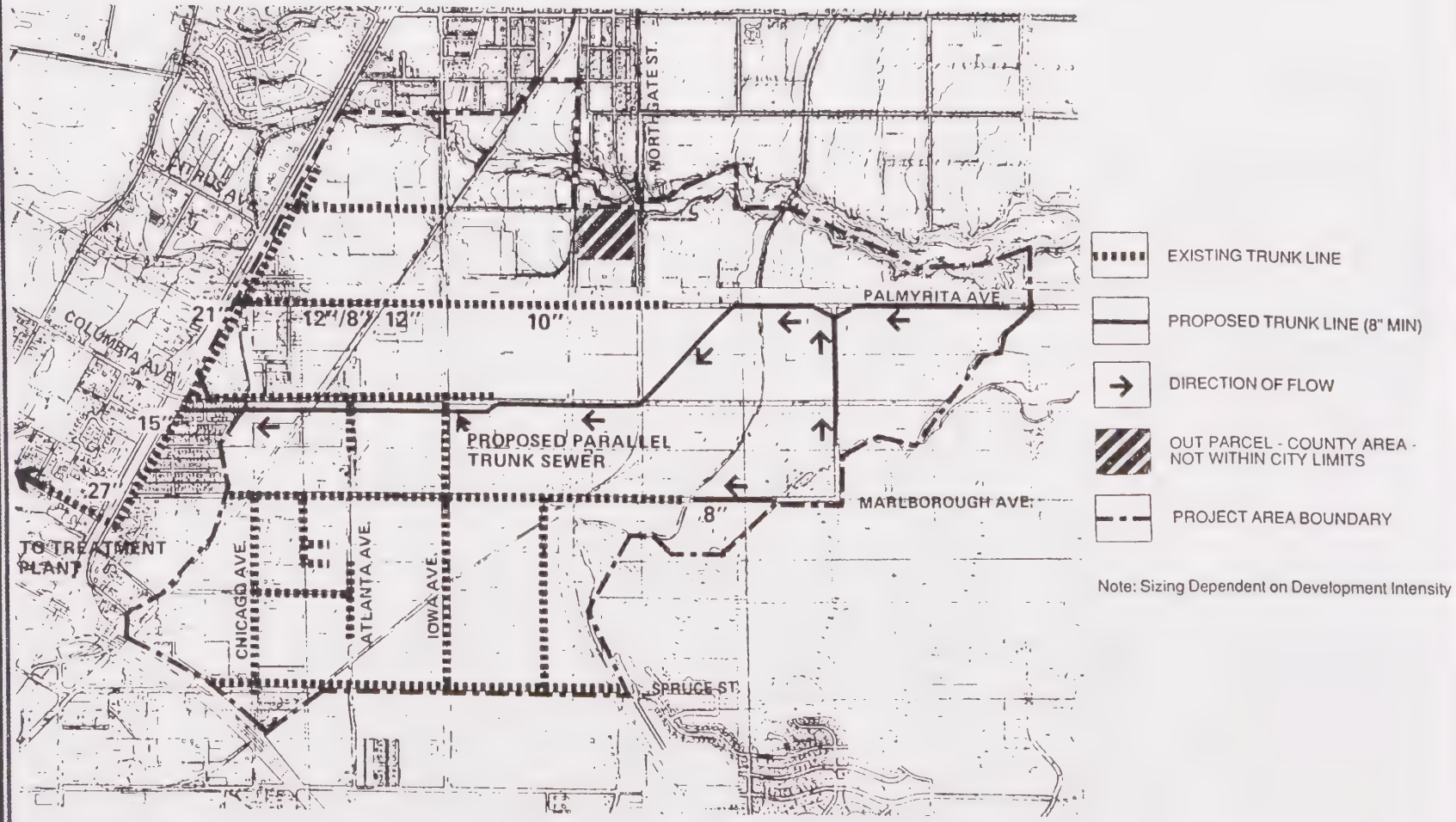


Figure II — 8: *Sewer Concept*

3. The city constructs the line and is reimbursed by standard connection fees. This method is now in use for industrial areas.

3. DRAINAGE CONCEPT PLAN

The project site encompasses approximately 400 acres of unimproved land. The Riverside County Flood Control and Water Conservation District adopted a Master Drainage Plan in 1967. The major portion of the planned system within Hunter Business Park has been constructed as shown on Exhibit II-9: Storm Drain Concept.

The existing and planned systems discharge into either the Springbrook Drainage Channel along the northerly limits of the Specific Plan area or the University Wash Channel to the south. In addition, retention basins have been constructed at Columbia and Marlborough Avenues adjacent to the Atchison-Topeka and Santa Fe spur and main lines, respectively. The channels and basins were designed to control a 100-year storm discharge. The Master Plan requires underground drain lines to be designed to control a 10-year storm discharge.

The areas contributing to the proposed drains within the Specific Plan area incorporate the foothill areas east of the Specific Plan area and the currently undeveloped properties in the eastern portion of Hunter Business Park.

This Specific Plan proposes the extension of master planned facilities as adopted. Due to the realignment of Columbia Avenue, east of Northgate, the Master Plan line would need to be located within a dedicated easement acceptable to the maintaining agency.

Developers will be required to meet conditions established by the City of Riverside and/or Riverside County Flood Control and Water Conservation District. The City of Riverside has established storm drain fees that are assessed when the building permit is issued. These fees are based upon the site area and the proposed improvements.

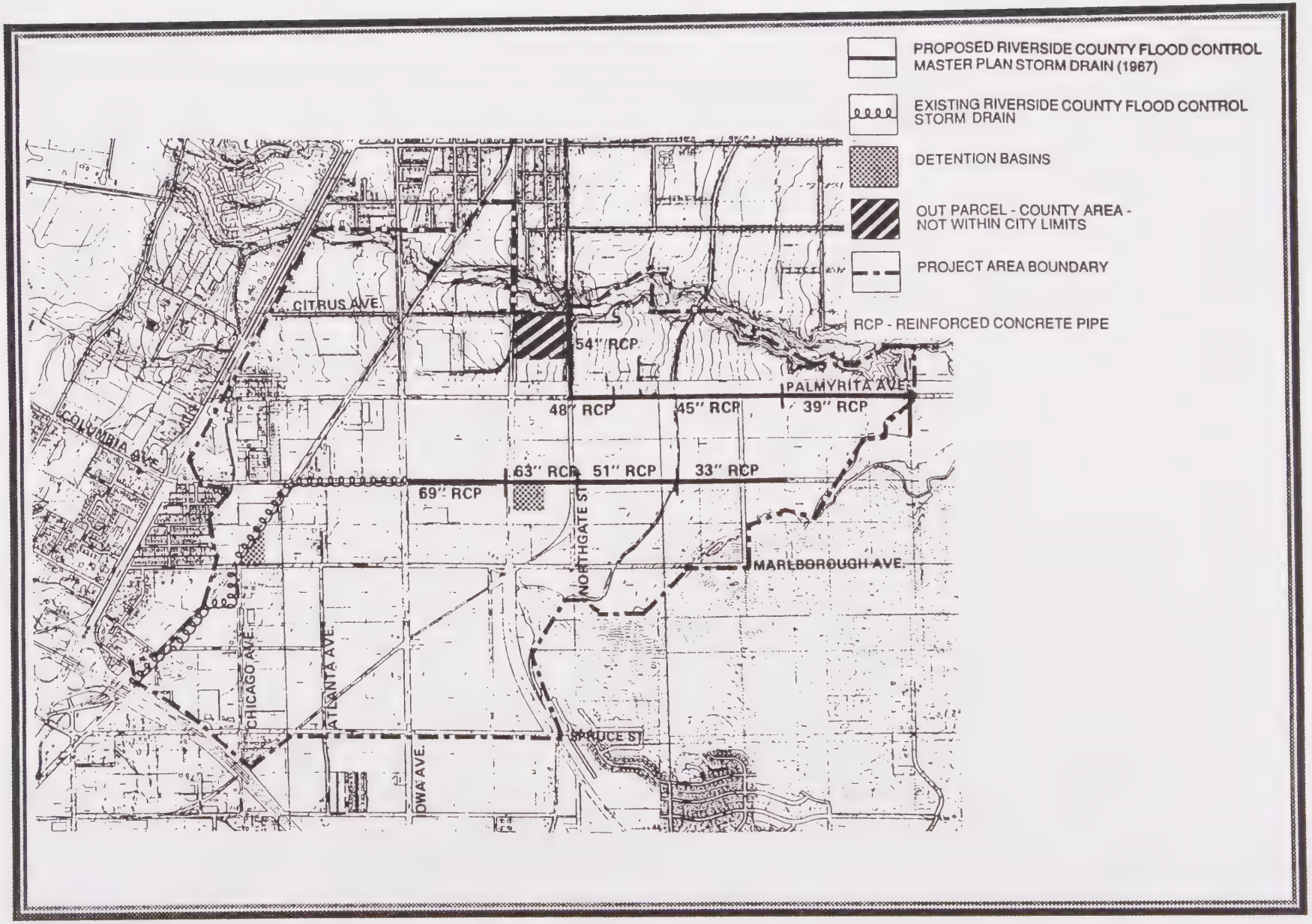


Figure II — 9: *Storm Drain Concept*

4. RAILROAD IMPROVEMENTS

The Hunter Business Park Specific Plan area has numerous railroad crossings which are substandard in design as illustrated in Exhibit II-10: Railroad Crossing Improvements.

Currently, the City has proposed crossing improvements at the Southern Pacific spur line at Atlanta Avenue and Spruce Street and at the Atchison-Topeka and Santa Fe spur line at Palmyrita Avenue. These improvements will include the installation of safety devices in addition to street improvements. Construction of these improvements is expected to begin in 1988.

Additional crossing improvements will be required at the Southern Pacific spur line intersections at Palmyrita, Columbia, and Marlborough Avenues and at the Atchison-Topeka and Santa Fe spur line intersecting at Columbia and Marlborough Avenues.

The crossing at the Southern Pacific line at Palmyrita Avenue is the only one of the above that has a signal ("wig wag") warning device. This device is provided only for eastbound traffic on Palmyrita Avenue. The remainder of the crossing provide only standard "'Railroad Crossing" signs.

The average daily train traffic on each spur line is two trains or less per day. This train traffic, in addition to traffic generated by developments east of Iowa Avenue, would make the crossings hazardous. When Columbia, Marlborough and Palmyrita Avenues are widened to their ultimate widths as shown in this Specific Plan, it will be necessary to install safety devices at the crossings and to improve the roadway paving approaching and between the rails.

Railroad crossing improvements (Refer to Table l: Railroad Improvements) can be initiated through application to the California Public Utility Commission (P.U.C.). Their subsequent processing with Caltrans will establish eligibility for Section 203 Federal Funding. The timing and availability of the funds are dependent upon the ranking of the project and the amount of funds available for Section 203 participation in the particular year improvement is proposed or the approval is given. Recent approvals have been restricted to crossings where gates do not exist for the existing roadway crossings and a hazardous condition would result from widening and improving the roadways.

Crossing No.	Existing Condition	Proposed Street Improvements	Proposed Railroad Improvements
1-spur	Sign, Lighted	Gates	by City (1988)
2-spur	Sign at Grade	Gates	by City (1988)
3-spur	Sign at Grade	-	-
4 & 7 mainline	Gated, Lighted at Grade	-	-
5-spur	Lighted at Grade	-	-
6,9-spur	Gated/Sign Lighted at Grade	#6-Widening	-
8-spur	Sign Lighted at Grade	-	-
10,11-spur	Sign at Grade	-	-
12-spur	Sign at Grade	Gates Eliminate Crossing	by City (1988)
13-spur	Sign at Grade-Wigwag	66' R/W	Widening to Match Street Improvements
14,15,17,18-spur	Sign at Grade	110' R/W	Widening to Match Street Improvements *Priority
16-spur	Sign at Grade	-	-
19-spur	Wigwag	110' R/W	Widening to Match Street Improvements
20	Lighted at Grade	-	-

Note: Specific Safety Device installations must be agreed upon by the City of Riverside, the railroad corporation and the Public Utilities Commission

Table II — 1: *Railroad Crossing Improvements*

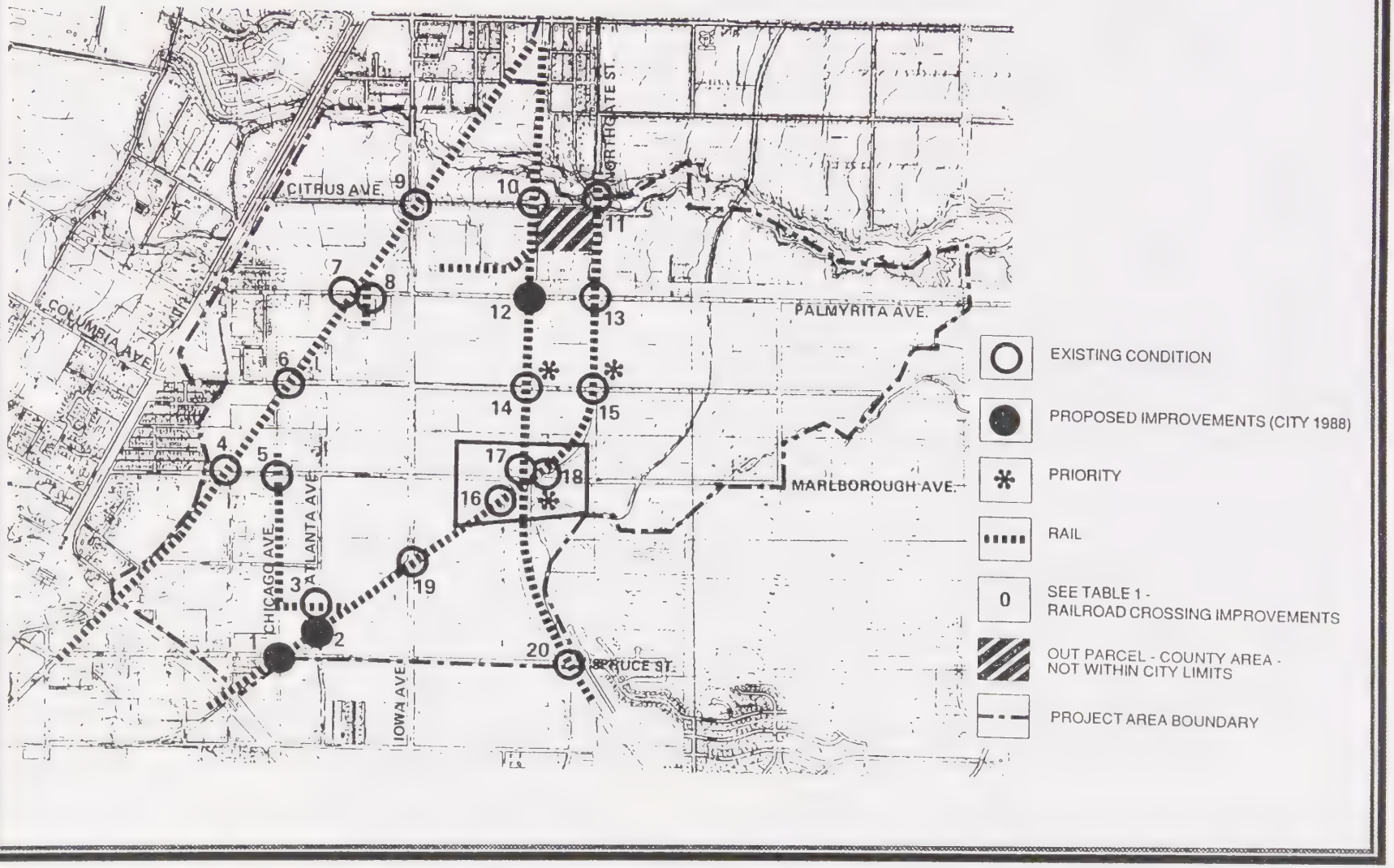


Figure II — 10: *Railroad Crossing Improvements*

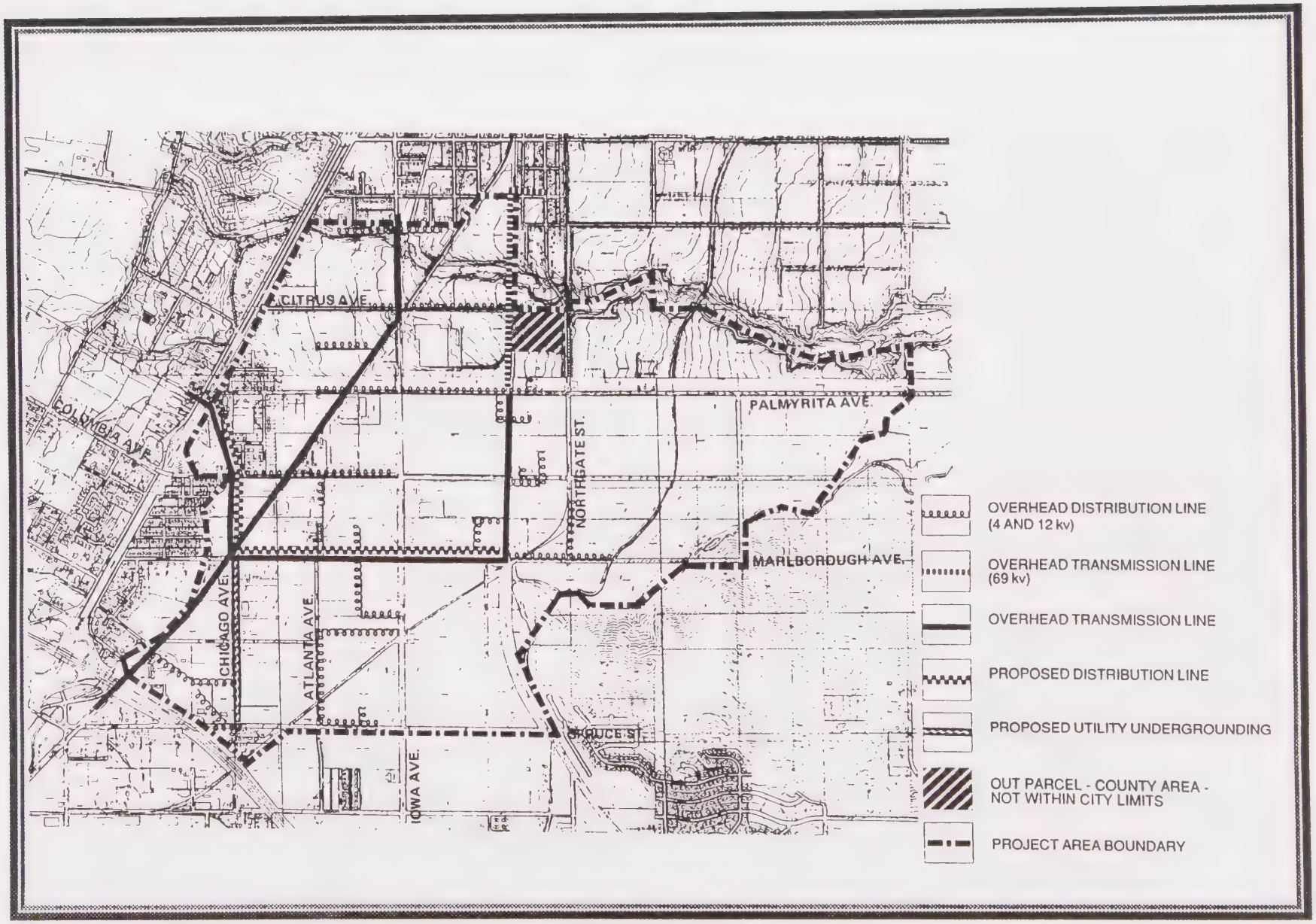


Figure II — 11: *Overhead Electric Utility System*

This Specific Plan proposes the extension of master planned facilities as adopted. Due to the realignment of Columbia Avenue, east of Northgate, the Master Plan line would need to be located within a dedicated easement acceptable to the maintaining agency.

Developers will be required to meet conditions established by the City of Riverside and/or Riverside County Flood Control and crossing is to receive Federal funding. For the development of the areas east of Iowa Avenue to be completed in a timely manner, the qualification process with the P.U.C. and/or the railroads should begin at the earliest possible time. The public agencies having jurisdiction over the roadways involved, the railroad corporation and the Public Utilities Commission must be agreement as to the public necessity for altering the existing railroads grade crossing and the type of facilities to be installed. All improvement applications must be reviewed and approved by the Public Utilities Commission.

It is recommended that the Columbia Avenue crossing be the first priority, followed by the Marlborough Avenue and Palmyrita Avenue crossings, respectively. If these crossings qualify for Federal 203 funding, the City would be required to provide a portion of the construction costs.

Rubber planking to create smooth auto crossings is to be installed at all railroad crossings.

5. OTHER UTILITIES

The Hunter Business Park lies within service areas of the City of Riverside (Electricity), the Southern California Gas Company (Gas), Pacific Telephone (Telephone), and private solid waste companies. This utility network can be expanded to meet future demands of the project. The existing overhead electrical system for Hunter Business Park is shown on Exhibits II-11. All future utility line additions will be placed underground with the exception of transmission lines which are always overhead. Funding for the undergrounding of electric utilities will be accomplished by means of an assessment district as provided for in Chapter IV: Implementation.

F. OPEN SPACE

1. OPEN SPACE CONCEPT PLAN

The Open Space concept is illustrated in Exhibit II-12: Open Space Concept. Its basic purpose is to unify the project area through a series of major Gateway streets, pedestrian ways, and parks. The Open Space network will connect existing and proposed activities in the project area. In addition, it

will provide a cohesive element among various subareas, individual industrial projects, and differing architectural styles. In conjunction with the Land Use Districts (Exhibit II-3) and the Circulation System (Exhibit II-4), the Open Space system establishes the heart of the Hunter Business Park Plan. Together with the development standards and design guidelines, the implementation of these systems establishes the overall development character for the area. The following describes the major elements of the network.

2. GATEWAY STREETS

The most important streets serving the project area include Columbia Avenue, Spruce Street and Iowa Avenue. Together these streets link the majority of the project area and are characterized as entrance "Gateways" to Hunter Business Park. They establish identity for the project area and are strong determinants of the image established for the park. Also contributing to the area's overall image will be the freeway edge condition.

Gateway streets are proposed as major vehicular streets with boulevard character, but also serve as pedestrian streets. Pedestrian use of Gateway streets should be encouraged. Pedestrian oriented public right-of-way improvements (i.e. landscaping, a "par" exercise course on the loop road) and adjacent private development should be designed to enhance visual quality to Gateway streets.

Many other streets in the project area have the potential to develop as active streets. The concept of the Open Space network is to enhance the public right-of way as a linear park and to supplement these rights-of-way with carefully sited private/public space. Street furnishings, landscaping, water elements, public art and sculpture are important elements of this concept.

3. PARKS

A physically attractive environment is essential to the development of Hunter Business Park. Parks/open spaces should emphasize both active and passive recreational space.

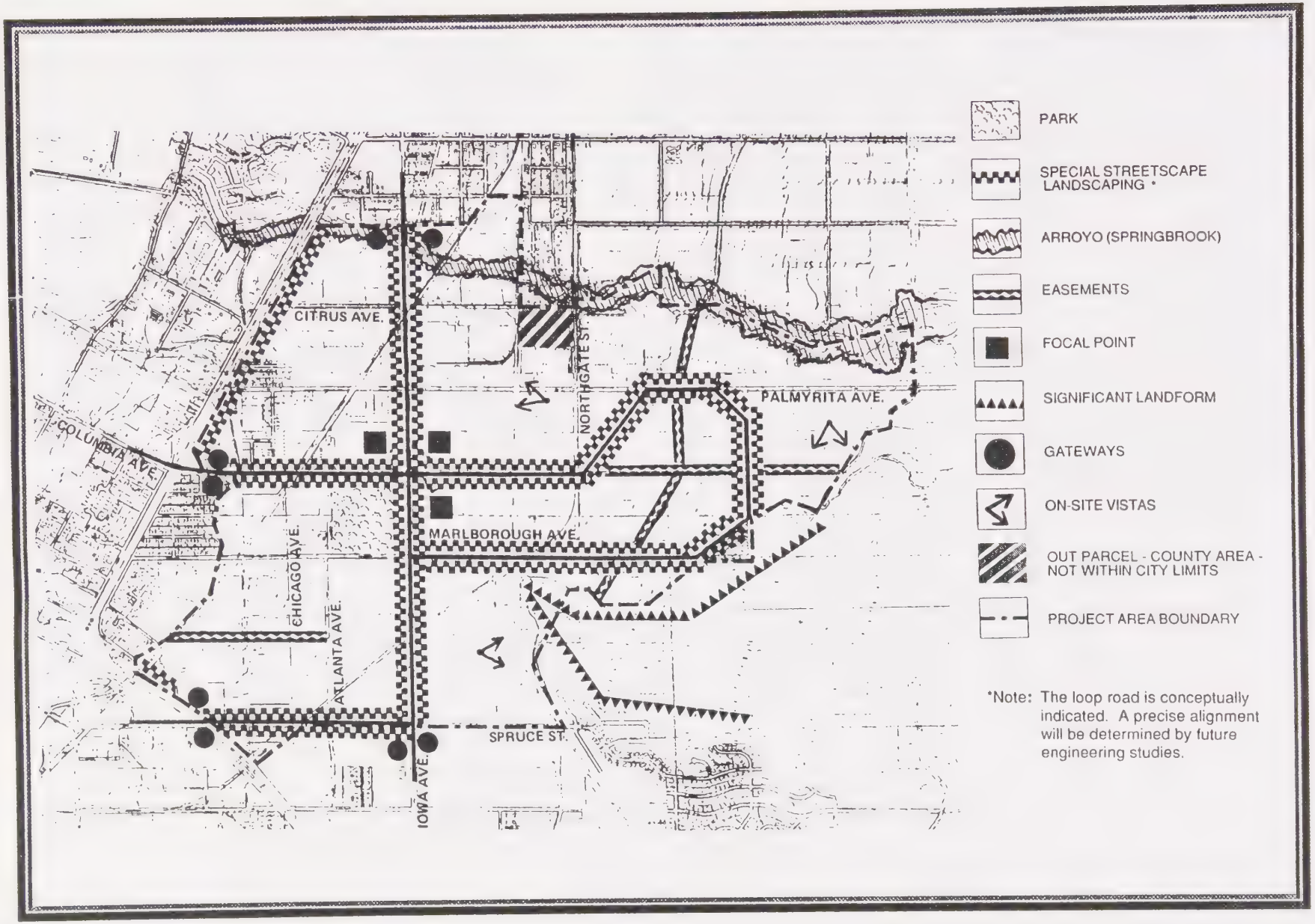


Figure II — 12: *Open Space Concept*

4. HUNTER PARK

Two parks are planned for Hunter Business Park. Hunter Park is an existing 35.8 acre City Community Park located at Columbia and Iowa Avenues. Currently, Hunter Park is approved as a "Hobby Park." The concept for this park was developed to meet the needs of the Hobbyists who needed space away from residential areas and the crowded city parks to carry out the model boating, airplanes and race car activities. To implement the Hunter "Hobby Park" Concept, the city has allocated $290,000 to complete the preliminary design drawings and grading. The Hunter Hobby Park Plan is illustrated in Exhibit II-13.

Already existing within the park are the live steam trains (18 gauge railroad) which were donated in 1956 by Mr. Hunter. The "Hobby Park" and the live steam engines offer an outstanding opportunity to provide recreation for both the community and area employees as well as to provide an excellent image for the Hunter Business Park area. What better image than the steam engine that helped introduce the Industrial Revolution. In addition to the various hobby activities proposed for the park (e.g. model boating, airplane and race cars), there will be passive recreation opportunities which can include stepped grass seating for viewing the hobby activities, lunch areas, and a meandering path linking the activity areas together and offering a respite from daily work.

5. FITNESS CENTER PARK

Although the exact location has not been determined, a Fitness Center Park totaling approximately 15 acres is proposed for future consideration within the Specific Plan boundaries subject to the granting of a Conditional Use Permit (CUP). This park is proposed to be a fitness park with recreational activities available for employees within the project area as well as for the community. Proposed recreational activities, based upon the concept of health and fitness, will be directed towards use by companies within the Hunter Business Park project area. Active and passive uses should include day care, a wellness center, group picnic areas (200-300 employees), a commons area for unstructured recreation, and lighted court games (e.g. sand volleyball, basketball, tennis, baseball - if compatible with land forms). The opportunity exists to implement this park as a joint public/private venture using an assessment district as the funding mechanism.

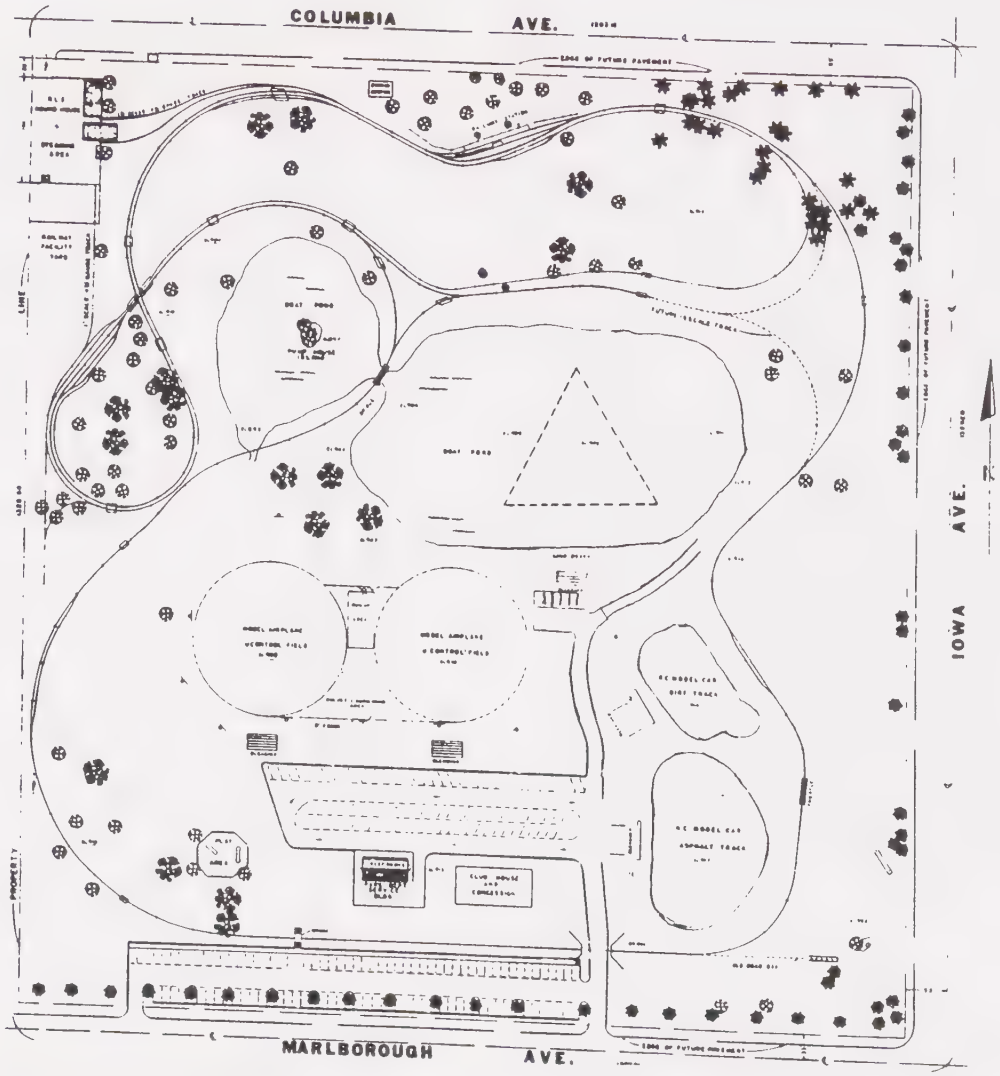


Figure II — 13: *Hunter Hobby Park Plan*

Both Hunter Park and the proposed fitness park offer an excellent opportunity to create an amenity within a major employment center where individuals can work and walk to recreation activities and amenities. In addition, the parks can be used as a competitive edge in marketing the industrial area.

6. OPEN SPACE FOR LOCAL EMPLOYEES

An expansion of the Open Space concept for the project area includes the opportunity to promote a small private park-like amenities within industrial projects. This will enhance development activities. These on site open spaces should be strategically located, offering maximum convenience to employees. These open spaces should offer an inviting space for employees to eat lunch, or use it during break periods for rest and relaxation. Ample landscaping, seating areas and possible pull-in facilities for catering vehicles could be included in the Open Space program. Local employee open space is strongly encouraged for development projects exceeding 250 employees or 15 acres.

III. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The Development Standards and Design Guidelines for the Hunter Business Park Specific Plan consist of two sub-sections:

1. Permitted Uses - an outline of typical uses permitted in each land use district. These uses are consistent with the existing zoning of each area.

2. Development Standards and Design Guidelines — special design considerations which are not addressed in the Riverside Municipal Code.

The standards and guidelines have evolved from consideration of goals and objectives for Hunter Business Park, analysis of existing conditions, and consideration of the Industrial Market Analysis and Economic Development Strategy for Riverside prepared by Williams Kuebelbeck & Associates.

These standards, together with current city zoning standards set forth in Title 19 of the Riverside Municipal Code, are intended to implement the Hunter Business Park Specific Plan. They are intended to be utilized by the City, develop and builder to insure that proposed development will proceed in an efficient and coordinated manner, to create a high quality industrial area. The standards and guidelines are designed to be compatible with the three major land use districts in the area.

A. PERMITTED USES

The proposed Land Use Districts discussed in Chapter II define a generalized land use character for each of the three districts in the Hunter Business Park area. These three districts are the General Industrial District, the Garden Industrial District and the Industrial Park District.

Within each of the three land use districts, Title 19 of the Riverside Municipal Code permits or prohibits certain uses in certain zones. Exhibit III-1: Existing Zoning illustrates the existing zoning the area. The zones which exist in each district are as follows:

General Industrial District

The General Industrial District is primarily zoned for Manufacturing Park (MP), Light Manufacturing (M-1), and General Manufacturing (M-2) uses. There are several small areas zoned for Restricted commercial (C-2), General Commercial (C-3), Restricted Office (R-O) and Residential (R-1). In addition, a Business Park (BP) combining zones exists in certain parts of this district. In the case of this district, this zone combines with an MP zone to permit a limited range of retail commercial uses having a close association with, providing convenience to, or which are compatible

with office, wholesale, warehousing and manufacturing uses permitted in these zones.

Garden Industrial District

The Garden Industrial District is zoned only for Manufacturing Park (MP) uses. A total of about 71 acres were zoned RA -Residential Agricultural pursuant to Measure C, however, their zoning was changed to MP under the adoption of Case R-20-890/SPA-3-890 in 1990.

Industrial Park District

The Industrial Park District is zoned for Manufacturing Park (MP) uses with a residential (R-1) infill area north of the Springbrook arroyo.

The uses which are permitted within the zones of the district establish the land use character of the district. Because there are a number of different zones in the General Industrial District, this district will be characterized by a wide variety of uses and use types. Both the Garden Industrial and Industrial Park Districts have the same zoning, Manufacturing Park (MP), thus their uses will be similar and character of these areas will be determined by factors other than land use. For example, utilization of the 5 acre minimum parcel size for initial planning and development purposes in the Industrial Park district will enhance internal project consistency from a planning, circulation and site design perspective.

Title 19 of the Riverside Municipal Code prevails in all land use decisions for the Hunter Business Park Specific Plan area. The Specific Plan cannot permit any uses in the area which are prohibited by Title 19. The Specific Plan can, however, be more restrictive than Title 19 and prohibit uses which would normally be permitted under the existing zoning. Thus, the Specific Plan is a tool for establishing the desired land use and development character for each district.

Table 2, the Land Use Matrix uses the three land use districts and the existing district zoning to identify the uses which are permitted within the Specific Plan area.

B. PERMITTED USES

Uses permitted within each district are those permitted by Title 19 of the Riverside Municipal Code with some limitations and restrictions as provided for in this Specific Plan document. These uses are indicated by a "P" in Table III-1: Land Use Matrix.

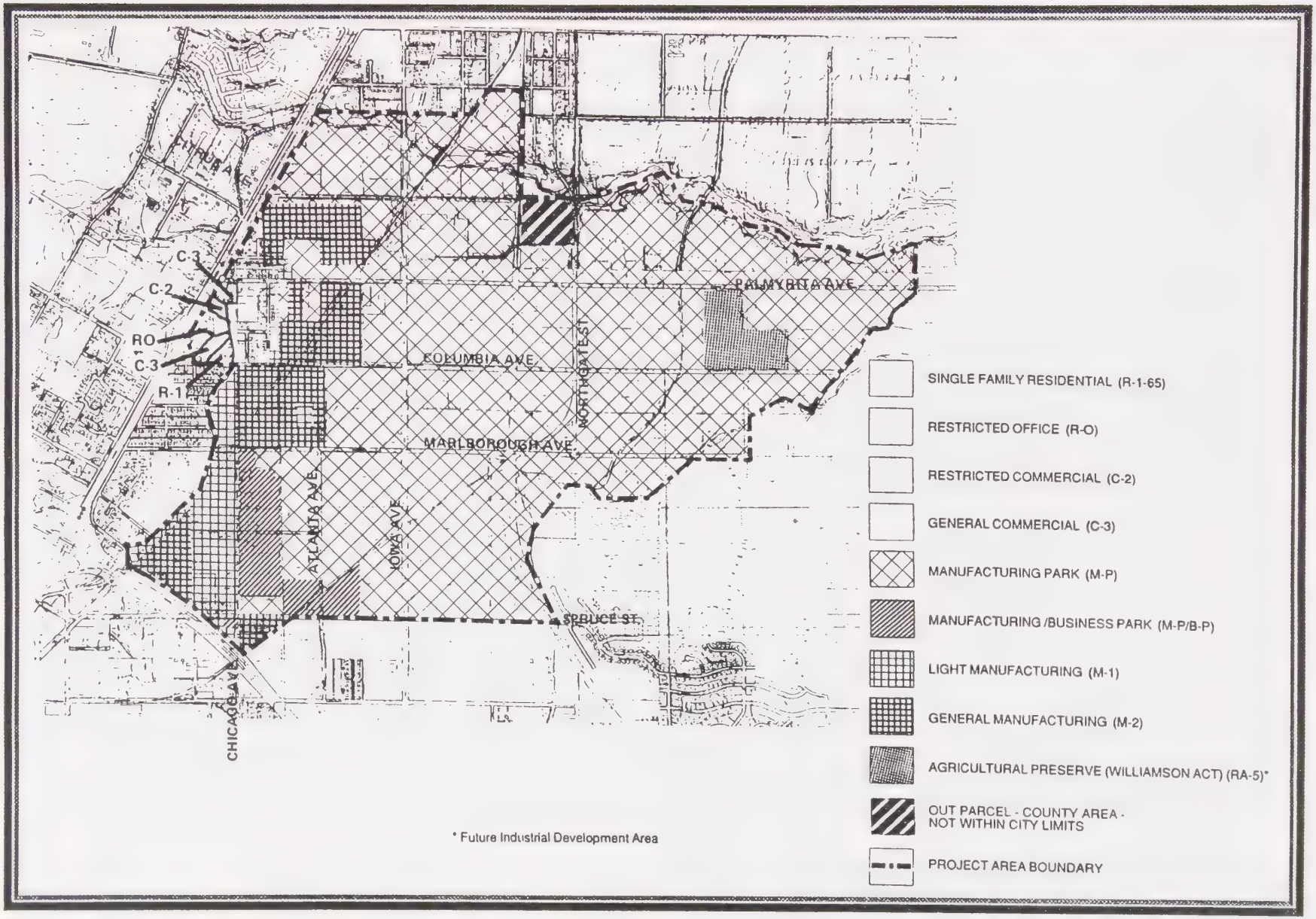


Figure III — 1: *Existing Zoning*

TABLE 2: LAND USE MATRIX Permitted Uses	General Industrial District District Zoning MPBP	MP	M1	M2	C2	C3	R0	R1	Garden Industrial District District Zoning MP	Industrial Park District District Zoning MP	Residential Agricultural RA-5
INDUSTRIAL/MANUFACTURING											
o Wholesale Distribution	P	P	P	P					P	P	
o Warehousing/Storage	P	P	P	P					P	P	
o Manufacturing	P	P	P	P					P	P	
o Research and Development	P	P	P	P					P	P	
o Publishing and Printing	P	P	P	P					P	P	
OFFICE											
o Office and Administrative	P	P	P	P	P	P	P		P	P	
RETAIL									**	**	
o Convenience Sales					P	P					
o Eating and Drinking (in conj with a permitted use)	P	P	P	P	P	P			P	P	
o Eating and Drinking (independent business)	CUP	CUP	CUP	P	P	P	CUP		CUP	CUP	
o Business Supply Retail	P			P	P	P					
o Building Supplies and Sales				P	P	P					
SERVICES											
o Automotive Rental					P	P					
o Automotive Service Station	CUP	CUP	CUP	CUP	CUP	CUP					
o Building Maintenance Services			P	P		P					
o Business Support Services	P				P	P	P				
o Heavy Equipment Sales and Rental						P					
o Medical/Health Care Services	P	P	P	P	P	P	P		P	P	
o Personal Services	P				P	P					
o Recreational Facilities	CUP	CUP			CUP	P			CUP	CUP	
o Repair Services	P		P	P		CUP***					
AGRICULTURAL USES											P
DESIGN STANDARDS FOR SPECIFIC PLAN AREA											
Minimum Parcel Size	Per underlying zone								One Acre	Five Acres (1 acre after approved master plan)	Five Acres
Minimum Lot Width	Per underlying zone								140'	300' (140' after approved master plan	125'
Building Site Coverage	Not Greater Than 50%								Not Greater Than 50%	Not Greater Than 50%	30%
	Per underlying zone										
Building Height	As defined for each parcel per the existing zoning								45'	45'	35'
****Building Setbacks From Major Secondary Streets	Average-50'; Minimum-40'								Average-50'; Minimum-40'	Average-50'; Minimum-40'	Average - 50'; Minimum 40'
Building Setbacks from Local Streets	Per underlying zone								Per underlying zone	Per underlying zone	Per underlying zone
Interior Building Setbacks	Side and Rear: Minimum - 20'								Side and Rear: Minimum - 20'	Side and Rear: Minimum - 20'	Per underlying zone
Parking Setbacks ****	20' all zones								20'	20' (40' adjacent to Columbia Loop)	20' (40' adjacent to Columbia Loop)
Parking Standards	To be determined by use within structure (per Title 19).								To be determined by use within structure (per Title 19).	To be determined by use within structure	Per Title 19
Tenancy	Multiple Tenant Parcels Permitted								Multiple Tenant Parcels Permitted	(per Title 19)	Per Title 19
										Multiple Tenant Parcels Permitted	

No metal buildings within Hunter Business Park
Signs for Title 19
P-Permitted Use with Design Review Approval
CUP-Conditional Use Permit with Approval by Planning Commission
* Allowed with a Permitted Use
** No commercial uses shall be permitted on Iowa Avenue
*** Permitted within a completely enclosed building
**** Columbia, Marlborough, Spruce, Iowa, Chicago and Columbia Loop easterly of Iowa
Note: Certain uses normally allowed in the zoning classifications above are precluded in this Specific Plan Area.

Table III — 1: *Land Use Matrix*

C. CONDITIONAL USES

All uses permitted within Hunter Business Park are uses permitted in the area by Title 19 of the Riverside Municipal Code. The Specific Plan shall not permit any uses in the Hunter Business Park area which are not presently permitted under Title 19. The Hunter Business Park Specific Plan may, however, be more restrictive in these districts and prohibit uses which are permitted by Title 19.

Conditional uses are those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special form as to make impractical or undesirable their automatic inclusion as permitted uses in certain zones. Development projects requiring a Conditional Use Permit shall be required to comply with the regulations of Section 19.64.010 of Title 19 or the Riverside Municipal Code. The Planning Commission shall make the following findings before the granting a Conditional Use Permit:

1. That the proposed use will comply with the purposes of the General Land Use designation in which it is located including all provisions of the General Plan and Specific Plan, if applicable.

2. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare or injurious to properties or improvements in the area.

These uses are indicated by a "CUP" in Table III-1: Land Use Matrix.

D. USE RESTRICTIONS

The following restriction shall apply to all properties in the Specific Plan area:

1. No uses shall be permitted which will emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat, or glare beyond the parcel wherein such use is located. All uses shall comply with standards of performance, Section 19.46.120 a-n of Title 19 Riverside Municipal Code.

E. DEFINITIONS

The permitted uses Shown in Table III-1 are defined as follows:

Industrial/Manufacturing/Wholesale

Industrial uses include the manufacture, assembly, fabrication, warehousing and wholesale distribution of goods.

Wholesale distribution — Activities include, but are not limited to, the distribution of goods in large quantities for resale.

Warehousing/Storage — Activities include the storage of goods in a space specifically intended for this purpose.

Manufacturing — Activities typically include, but are not limited to, the assembly fabrication or manufacturing of furniture, food products, garments, signage, electrical appliances and toys. (The manufacturing of fish, meat, sauerkraut, vinegar and yeast products and the rendering or refining of fats and oils is prohibited.)

Research and Development — Activities typically include, but are not limited to, scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the field of physical, economic, or social research.

Incubator Industry — Business enterprise characterized by minimal building space needs and employees.

Publishing and Printing

Office

Administrative and Office: Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit-oriented firms others than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural firms. Any drive-up service is specifically excluded.

Retail

Building Supplies and Sales: Activities typically include, but are not limited to, the retail sale or rental, from the premises, of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber, and hardware stores and may have outdoor storage where allowed.

Business Supply Retail: Activities typically include, but are not limited to, retail sales, rental, or repair from the premises, of office equipment, office supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. They exclude the sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures.

Convenience Sales: Activities typically include, but are not limited to, the retail sales

from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal service of an appropriate size and scale to meet the above criteria. Uses typically includes, but are not limited to, beauty and barber shops, apparel laundering and dry cleaning establishments, and neighborhood grocery stores.

Eating and Drinking Establishments: Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of prepared foods and beverages for on-premise consumption. Typical uses include restaurants and short order eating places or bars, excluding free standing fast food type services.

Service

Automotive Rental: Activities typically include, but are not limited to, the rental, from the premise, of motor vehicles. Uses typically include, but are not limited to car rental agencies.

Automotive Service Station: Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries, replacement items, lubricating services, and the performance of minor repairs, such as tune-ups, tire changes and brake work, as well as convenience markets in conjunction with the service station all subject to a conditional use permit.

Building Maintenance Services: Activities typically include, but are not limited to, maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Business Support Services: Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited. Typical uses include secretarial services, telephone answering services, and blueprint services.

Heavy Equipment Sales and Rental: Activities include, but are not limited to, the sale or rental from the premises of heavy construction equipment, trucks, and farm equipment together with maintenance. Uses typically include, but are not limited to, heavy trucks and construction equipment dealers.

Medical/Health Care Services: Activities typically include, but are not limited to,

establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and fitness or wellness clinics.

Personal Services: Activities typically include, but are not limited to, information, instruction and similar services of a personal nature. Uses typically include, but are not limited to, driving schools, day care facilities, travel bureaus, and photography studios.

Recreational Facilities: Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the recreational activity. Uses typically include, but are not limited to, tennis courts, sports fields, and golf courses.

Repair Services: Activities typically include, but are not limited to repair services involving articles such as upholstery, furniture, and large electrical appliance.

City/Public Use

Public use types include the performance of utility, educational, recreational, cultural, medical protective, government, and other uses which are strongly vested with public or social importance.

Civic Services - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, and public, governmental or utility administrative offices. Uses typically include, but are not limited to, public parks, and open space areas of an active or passive character, playgrounds, playing fields, and community hails.

Utility Facilities/Services - Activities typically include, but are not limited to, those performed by public agencies which are strongly vested in the public interest.

Prohibited Uses

Uses prohibited within Hunter Business Park are: automobile impound years (M-1); feed and fuel yards (M-1), and poultry and rabbit killing (M-1).

No commercial uses shall be permitted on Iowa Avenue.

F. DEVELOPMENT STANDARDS

Development Standards for Hunter Business Park are intended to define and emphasize the uniqueness of the project area and to establish a quality level of development. This will be accomplished by providing a framework of continuity and consistency through the development.

The development of each parcel within Hunter Business Park is controlled and restricted by these Development Standards and Design Guidelines and must also meet all requirements of the City of Riverside as well as applicable governmental codes and regulations.

The development standards for the Hunter Business Park area address general provisions which include:

- Lot standards
- Utility service
- Building Material Requirements
- Signs
- Circulation
- Design Review

1.0 General Provisions

The purpose of standards within General Provisions is to establish minimum standards regulating specific details in the development of any project within the Hunter Business Park area.

1.1 Lot Standards

The purpose of lot standards is to establish adequate development site so that appropriate site planning criteria (i.e. parking, ingress and egress) is feasible. Table III-1: Land Use Matrix, also summarizes the lot standards for the three land use districts.

Minimum parcel size shall be one (1) acre in the General Industrial and Garden Industrial Districts.

Minimum parcel size shall be five (5) acres or the pre-existing lot size in the Industrial Park District for planning approval and overall development purposes. The overall development requirement is based on the concept of a unified architectural theme along with mutual parking and access agreements. Following approval of an overall development plan these parcels could be divided into as small as one (1) acre parcels for sales or leasing purposes. The standards of the MP -Manufacturing Park

Zone shall apply for land division and development purposes unless specifically modified by this Specific Plan. Industrial condominiums shall be permitted to accommodate leases or sales within the framework of an approved overall development plan.

Minimum Lot Width

Minimum lot width shall be 140 feet in the General Industrial and Garden Industrial Districts, and 300 feet in the Industrial Park District.

Building Site Coverage

Building site coverage shall not exceed fifty (50) percent in all districts.

Building Height

Maximum building heights shall be as defined for each parcel in the General Industrial District per the existing zoning district. (Title 19- Riverside Municipal Code). Maximum building heights shall be 45' in the Garden Industrial and Industrial Park Districts.

Building Setbacks

Front - All parcels fronting on a major arterial or industrial collector shall have an average setback of fifty (50) feet from the right-of-way with a minimum setback forty (40) feet from the right-of-way;

Side and Rear - Minimum of twenty (20) feet except where a setback area abuts a major arterial or secondary collector, in which case front setbacks prevail.

The development standards for the existing zoning districts apply to all other parcels adjacent to interior streets in their entirety.

Parking Setbacks

Parking setbacks from major arterials and secondary collectors (Iowa Avenue, Spruce Street and Chicago Avenue) shall be 20 feet from the right-of-way. A 40 foot minimum landscaped setback shall be required adjacent to the Columbia Avenue, between Iowa Avenue and the north-south connector. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code (19.74) for the underlying zone. The parking setback shall be considered part of the total building setback-provided that the average building setback is maintained according to the street classification.

Tenancy

Multiple tenant parcels shall be permitted in the General Industrial and Garden Industrial Districts. Large single tenant users shall be encouraged in the Industrial Park District, but not required.

1.2 Building Materials

The use of prefab metal, such as roll formed metal siding or corrugated metal, shall be prohibited from use within the Hunter Business Park Specific Plan boundaries. This does not preclude the use of metal detail as part of architecturally designed buildings. (An example of this would be "Corten" steel, a steel which is designed so the outside surface oxidizes).

1.3 Signs

Signage shall follow the requirements set forth in Chapter 19.76 of Title 19 of the Riverside Municipal Code.

1.4 Utilities

The purpose of the utility service standard is for the efficient distribution of utilities designed to be compatible with the surrounding environment. The following shall apply to the Hunter Business Park Specific Plan area:

- All existing and new utilities 12kv or less within the project area along adjacent major arterials (Columbia, Iowa, Marlborough and Spruce Avenues) shall be installed underground. Funding for the undergrounding of these lines shall be accomplished by means of an assessment district as provided for in Chapter IV: Implementation. All 69kv lines are required to remain above ground. Other lines on the 69kv poles shall be undergrounded.

1.5 Circulation

G. ACCESS

Circulation standards are intended to assure the effectiveness, capacity and safety of the roadways.

- Access to arterials shall be granted to parcels, but will be limited to one access point per 300 feet of frontage for parcels with greater than 300 feet of frontage, or one access point per parcel with less than 300 feet of frontage. For example, for 250 feet of frontage, one access point shall be permitted; for 750 feet of frontage, two access points shall be permitted.

- No development shall be permitted on parcels without improved street access. For purpose of this standard, a street is a maintained public street or alley. A private street is subject to the approval of the City Planning and Public Works Department.

- Access points, wherever possible, shall be located a minimum of 200 feet from the back of curb returns at intersections, on four (4) lane or wider roads (88' and 110' streets).

H. RIGHT-OF-WAY

- Dedication of the right-of-way, as shown on the City's Circulation/Transportation Planned Street Lines or in this Specific Plan, shall be required as a condition of approval for all development.

I. LOCAL STREETS

Local streets, within the project area, shall connect planning areas with the arterial roadways. Local streets within the project area shall have a sixty-six (66) foot (secondary) right-of-way. Planned local streets shall provide a minimum of two 14 foot travel lanes (one each direction) and on-street parking opportunities. The required local street pattern shall allow the maximum flexibility to each arterial traffic flow. The pattern of local streets developed for the project area shall recognize the following:

- Streets shall be provided along property lines where possible.

- Local streets shall be planned to relieve traffic demand of arterials either by providing parallel routes or by local streets only feeding arterial streets.

The need for precise location, design, and the geometrics of local streets shall be submitted for approval at the time development is proposed. Such review shall be based upon the adopted Public Works Engineering/Design Standards.

J. PRIVATE STREETS

Private streets may be desirable in new developments where they would enhance property identification, provide for control of access and where special overall design concepts may be involved. To insure that private streets are constructed in a manner which will not create emergency access to hazards or future maintenance problems, the following shall be applied to approvals:

- Private streets shall be limited to cul-de-sacs and to minor local streets not carrying through traffic.

- Private streets shall be permitted only when access is provided from a public right-of-way.

- An irrevocable offer of dedication may be required of the developer at his expense prior to recordation.

- Private streets shall be constructed to the same standards as comparable local public streets in industrial areas to include a minimum of 44' of paving between curbs adopted to the City Engineering Design Standards. The construction of private streets will require a permit for encroachment onto a public right-of-way.

- All other provisions of Resolution 12220 dealing with private streets and drives shall also prevail.

Pedestrian access within Hunter Business Park shall be constructed in accordance with the following policies:

- Walkways within public street right-of-ways shall be City Engineering's standards and shall be located as provided for in the typical street cross sections (refer to Exhibit II-5: Roadway Sections).

- Internal walkways shall be separated from vehicular drives with a curb, berm or other appropriate means, and shall connect at safe and convenient points with sidewalks and street crossings with public rights-of-way.

- Pedestrian walkways shall directly link each building in the development project with parking areas, other buildings, and off-site areas.

1.6 Design Review

The design review procedures set forth in Title 19 of the Riverside Municipal Code (Chapter 19.62) shall apply to all commercial, office, and industrial properties in the Hunter Business Park Specific Plan Area.

K. DESIGN GUIDELINES

The Design Guidelines for Hunter Business Park and individual parcels will help insure the implementation of a quality development and maintain the concept of a strong master-planned industrial community.

1.0 Architectural Concept

The architecture of Hunter Business Park shall possess an underlying compatibility

among the various buildings through the use of harmonious materials, finishes, and colors while promoting individual expression and identity. The architectural style shall be in the contemporary vocabulary. All buildings shall project simplicity while contrasting the solid mass elements with the elements of the glazing and openings. These comprise minimum architectural standards. Innovative design and the use of higher quality materials are encouraged.

2.0 Landscape Concept

The basic objective of the Landscape Concept is to create a strong sense of project identity throughout the Hunter Business Park Plan Area.

The intent of the Landscape Concept is to establish a park-like setting which creates not only a strong landscape framework for the buildings, but also provides a pleasant pedestrian circulation system along the major Gateway Streets. The Hunter Business Landscape Concept separates and defines three basic landscape zones:

1. Monument Entrances/Gateway Streets

2. Hierarchy of Streetscape Treatment and

3. Individual Interior Parcels.

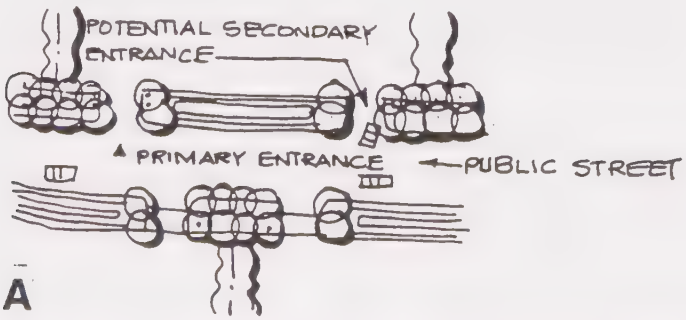
The selection of plan materials shall be made with water conservation and low maintenance characteristics as considerations. The aesthetic qualities of landscaping and plant material shall blend with the native plant material in the area especially at the edges of the project to Box Springs Mountain Regional Park.

Specific Landscape Design Criteria are presented in Section 4.0.

3.0 Site Planning Concepts

3.1 Entry Drives

1. Each parcel shall have at least one primary entry drive. The concept of this primary entrance point is to provide consistent formal plantings for trees of an evergreen variety. (See Diagram A).



A

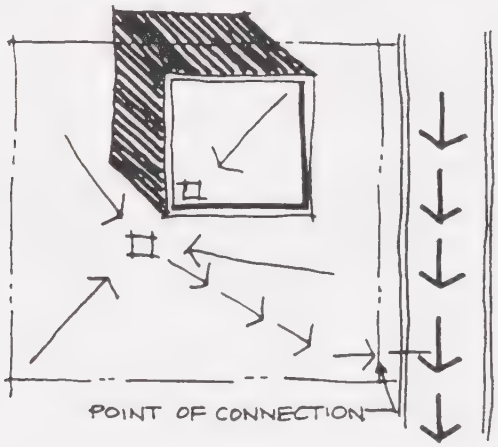
2. Most parcels will have an opportunity for a secondary entry. Secondary entries are subject to approval by the City of Riverside Public Works Department and shall be reviewed on an individual basis at the time of site design. This additional entrance shall include plantings of deciduous trees.

3.2 Parking

1. Parking requirements for layouts, sizes, and ratios shall comply with Chapter 19.74 Title 19 Zoning: Riverside Municipal Code.

3.3 Grading and Drainage

1. Drainage: Drainage of surface parking parcels and roof areas shall terminate at an underground storm drain system or approved street flow system. (See Diagram B).



B

3.4 Utilities and Communications Devices

1. All new utilities, including those for rehabilation building construction, shall be installed and maintained underground.

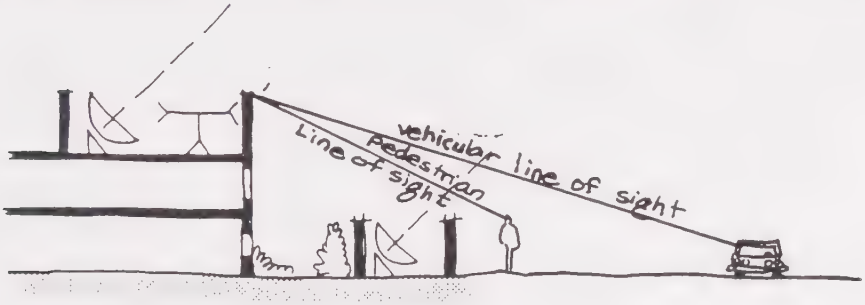
2. Utilities shall be designed and installed to minimize disruption of off-site activity during construction.

3. Temporary overhead power and telephone facilities shall be permitted only during construction.

4. Any device for transmission or reception of communication signals shall be screened with compatible material and finishes as utilized in the building.

   A. Rooftop devices may extend above the building's highest architectural

element and shall not be visible within a horizontal line of sight from any major arterial or secondary collector. (See Diagram C.)

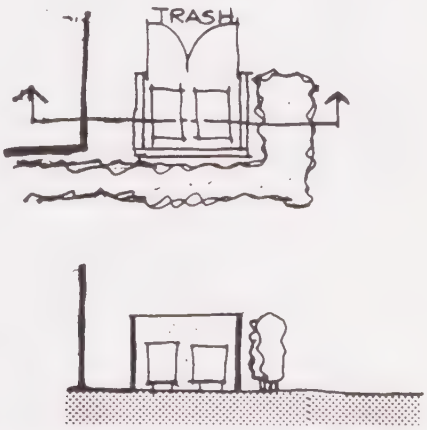


C

B. Ground-mounted devices shall be screened from view from adjacent streets and property with the same material and finishes as the adjacent buildings.

3.5 Trash and Transformers

1. Outdoor trash areas shall be visually screened by a minimum 6 foot high, noncombustible enclosure constructed of the same materials and finishes as the adjacent building. (See Diagram D).



D

2. Trash enclosures shall be designed and located so as not to be highly visible from adjacent streets and property.

3. Transformers and emergency generators, where required, shall be screened by walls or dense landscaping.

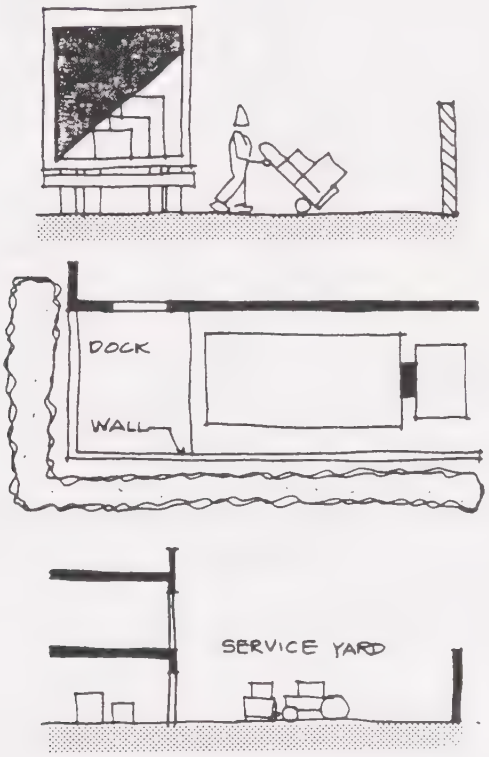
4. Above ground transformers and trash enclosures shall not be permitted within the "front" street side building setback. Transformers located in the "front" street side setback shall be underground.

5. Above-ground switching devices, installed as a part of the backbone utility

system, shall be screened from view from adjacent streets by shrub elements as provided for in the streetscape design and shall not be permitted in the "front" street side setback.

3.6 Service and Delivery Areas

1. Loading docks and service delivery areas, where provided, shall be screened, recessed, and/or enclosed so as not to be visible from adjacent streets. (See Diagram E).



E

2. Service and delivery enclosures shall be a minimum of 8 feet high, noncombustible, and constructed of the same materials and finishes as the adjacent building.

3. The use of additional landscape materials to augment the enclosure walls shall be strongly encouraged.

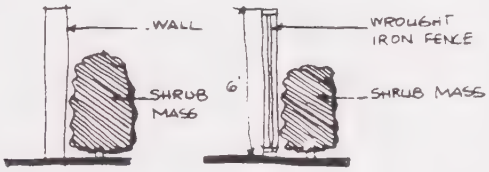
4. No materials, supplies, or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.

3.7 Wall/Fences

Walls/fences are to be utilized for either landscape design elements or to

create visual barriers for screening purposes as outlined in 3.6 above.

1. Walls or fences shall be required as a means of screening when landscaping materials alone are insufficient. (See Diagram F).



F

2. Solid walls and fences required for screening, loading and outdoor storage areas shall be at least six (6) feet high. A wall up to a maximum of twelve (12) feet high may be permitted subject to the granting of a variance.

3. Walls constructed within the required front setback areas shall not exceed three (3) feet in height.

4. Walls shall be constructed of masonry or concrete materials consistent with, and complementary to, the building architecture.

5. Landscaped block walls with suitable returns are required for screening purposes along the front yard setbacks. Maximum 8 foot high chain link fencing with adequate landscape screening shall be allowed along the side and rear property lines of interior lots where not visible from the public right-of-way. It is the applicant's responsibility to demonstrate that chain link fencing is not visible from the public right-of-way. Walls, fencing and landscape screening shall be subject to Design Review Board approval.

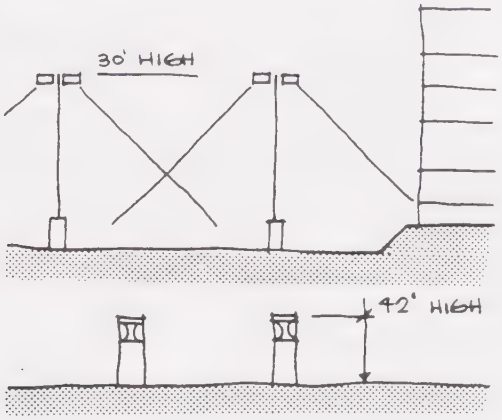
6. Walls or fences shall not be required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

3.8 <u>Lighting</u>

1. Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.

2. All lighting shall be shielded (cut off) to keep light spread within the site boundaries.

3. Pole light fixtures in parking areas shall not exceed thirty (30) feet in height. (See Diagram G).



G

4. Security light fixtures shall not project above the fascia or roofline of the building.

3.9 Rail Service

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

1. Spur trackage shall not be permitted along any building frontage and shall be confined to the rear and sides of any buildings served.

2. At grade spur trackage, crossings shall be avoided, if possible.

3. All rail crossings and any spur construction must be approved by the affected railroad and the Public Utilities Commission.

4.0 Landscape Design Criteria

The landscape concept establishes three basic landscape zones:

- Monument Entry/Gateway Streets
- Streetscape Zone
- Individual Interior Parcel Zone

The following landscape design criteria define the overall planting, paving, (hardscape), lighting, and graphic concepts. Individual owners are allowed the flexibility to express their own design within the framework of these criteria.

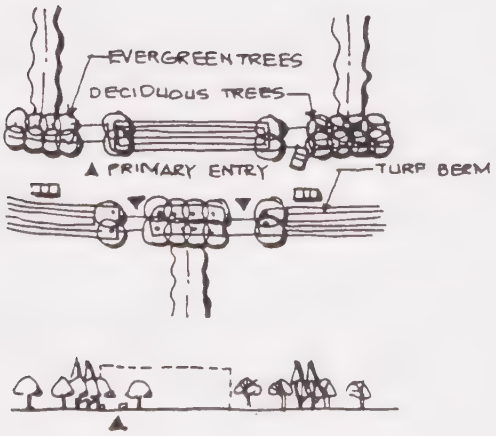
4.1 Monument Entry/Gateway Streets Zone

The Entry Zone sets the image for Hunter Business Park and occurs at the major entrances off Columbia Avenue and Spruce Street. The landscape character shall consist primarily of turf, a backdrop of evergreen trees, and an accent element consisting of deciduous trees. Entry Zone design elements and materials are subject to Design Review Board review and approval.

4.2 Streetscape Zone

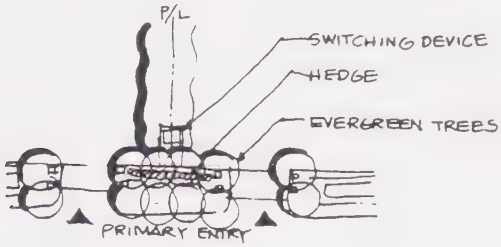
The Streetscape Zone is the primary landscape framework of the project and is intended to visually bind the project together. This zone consists of three components: Streetscape, Primary Driveway, and Secondary Driveway.

1. The Streetscape component consists of a continuous turf-bermed edge (along Columbia Avenue) and a consistent tree pattern of palms with alternating evergreen trees. It is intended that visual corridors are kept open at the central portion of each parcel to maximize the view of each building with concentration of formal tree statements identifying the entry points to each parcel near the side parcel lines. A continuous 6-foot walkway at the curb shall be constructed on both sides of Iowa Avenue. (See Diagram H).



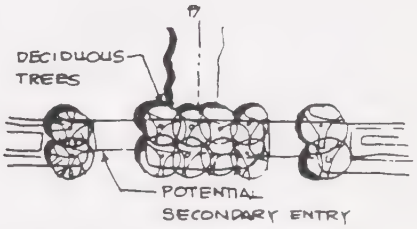
H

2. The Primary Driveway location shall be identified by a geometric tree pattern of an evergreen variety. The entry shall also incorporate the parcel address number. (See Diagram I).



I

3. The Secondary Driveway location shall be identified by similar elements with the exception of the tree species, which shall be of a deciduous variety. (See Diagram J).



J

4.3 <u>On-Site Landscaping</u>

On-Site Landscaping consists of three primary components:

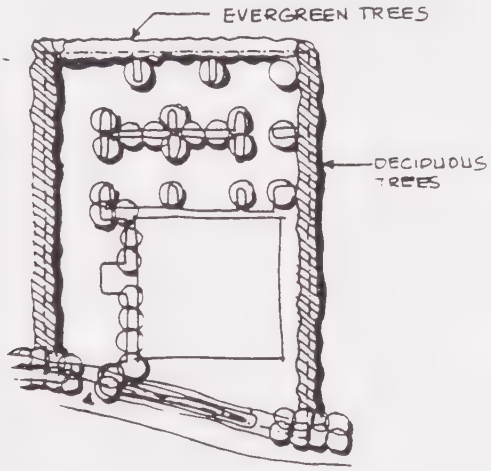
- Property Line Planting
- Parking Lot Planting
- Building Perimeter Planting

It is intended that individual owners have the flexibility to express their own landscape design concepts by being consistent with the overall landscape concept.

1. Property line planting:

Property line trees are intended to work as "hedge-row" framing elements and shall

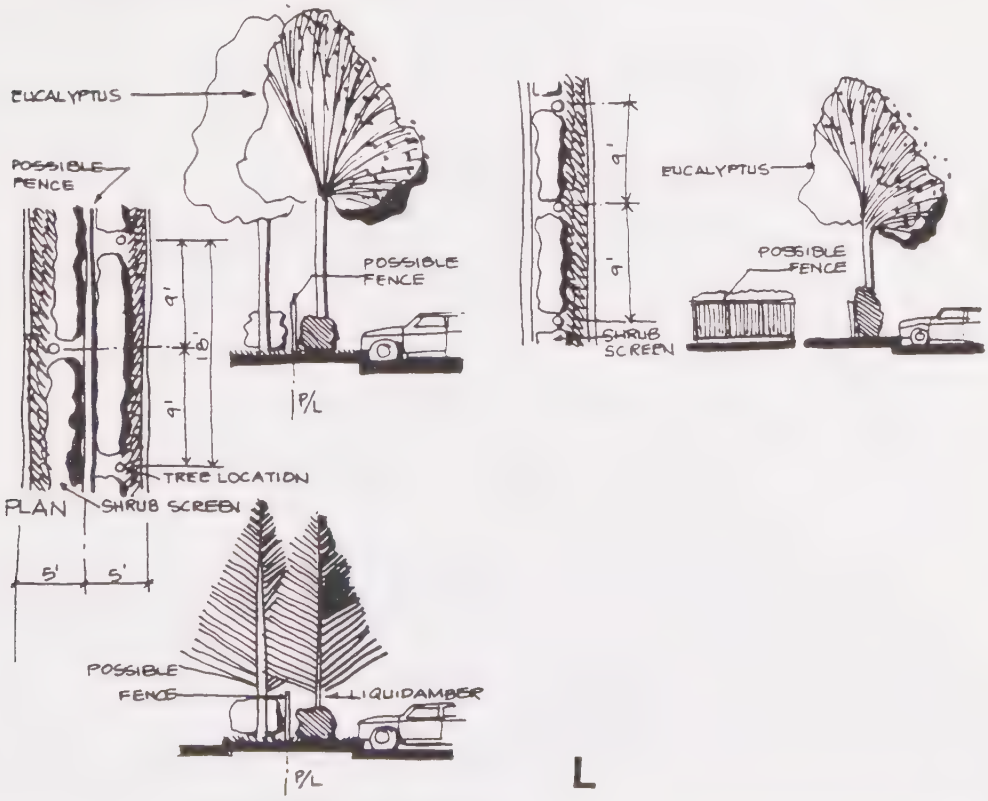
be evergreen flowering varieties with an optimum, non trimmed height for the shrubs of 6 to 7 feet. Shrubs shall be a maximum of 3 feet high within 25 feet of driveways for safe visibility. Special consideration shall be given to screening parked automobiles from adjacent properties. (See Diagram K).



K

2. Parking lot planting:

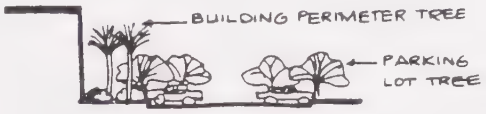
Parking lot trees shall shade the parking area, and break up the visual mass of the parking lot. These trees shall be located predominantly in islands and planters and shall have low ground cover throughout with shrub screening at the end bays of each island (See Diagram L).



L

3. Building Perimeter Planting:

Planting around building perimeters is intended to be colorful and more highly accented. Trees and shrubs shall have either colorful foliage or flowering characteristics except where restrictive areas require a more vertical species. Major building features shall utilize more intense plantings of colored ground cover and shrubs. Vines shall be encouraged at larger wall massings and at loading and trash screen walls. (See Diagram M).

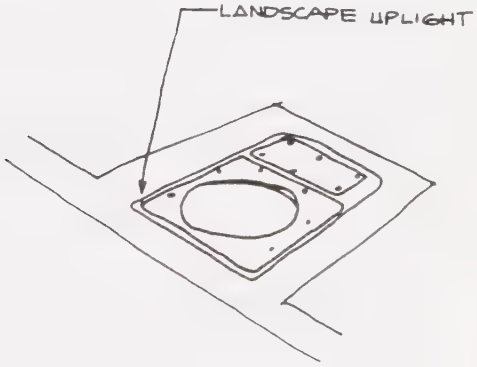


M

4. Landscape Lighting:

Landscape lighting, with no visible light source may be used for accenting the following conditions:

- Shrub masses
- Focal elements
- Trees (up-lights) (See Diagram N).



N

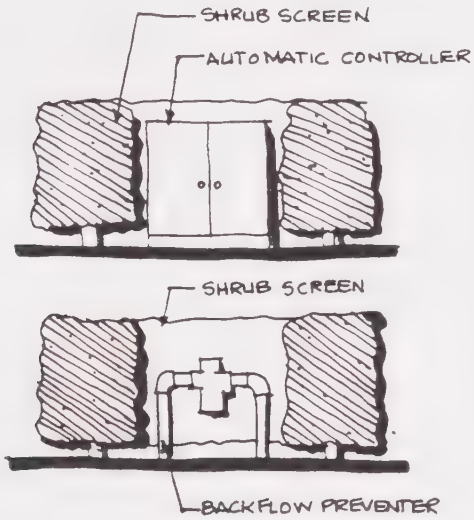
5. Irrigation

A. All irrigation systems shall be fully automatic.

B. Low-volume irrigation equipment shall be required for all planted areas within the individual sites.

C. Irrigation water shall not overthrow onto walks, common areas, or onto any architectural walls.

D. Utility cabinets and irrigation hardware shall be screened by evergreen shrubs. (See Diagram O).



O

5.0 Architectural Design Criteria

5.1 Roofs

1. All rooftop equipment or devices including vents, louvers, hoods, and mechanical equipment shall be painted to match the building color.

2. Roof-mounted mechanical equipment shall not exceed above the highest architectural element or be mounted on any exterior building elevation. No such equipment shall be visible from the public right-of-way.

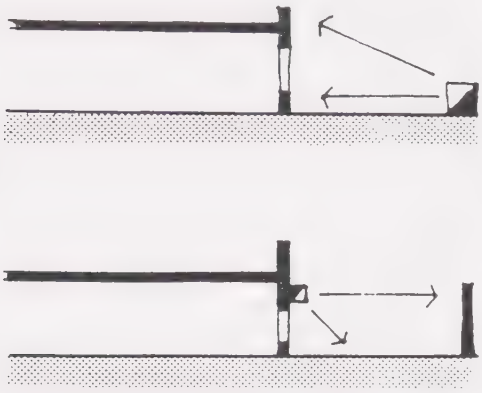
3. Any screening device shall be constructed of the same materials as the supporting building or closely matching materials.

5.2 Exterior Building Lighting

1. Exterior building lighting shall be used to reinforce the architectural design. Emphasis shall be placed on entries, landscaping elements, architectural

features, etc.

2. Lighting shall be directed toward the building (wall wash), not adjacent properties. (See Diagram P).

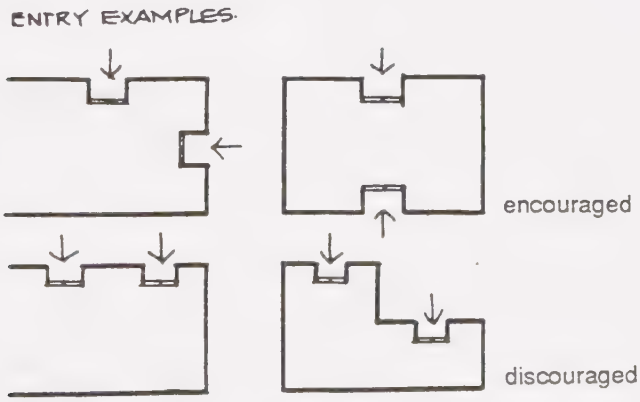


P

3. Service area lighting, if any shall be contained within the service area and shall be a 90 degree cutoff-type fixture.

5.3 Building Entries

1. A minimum number of entry points shall be encouraged for each building. (See Diagram Q).



Q

IV. IMPLEMENTATION

This section presents the funding sources and mechanisms available for implementing the capital improvements proposed in the Hunter Business Park Specific Plan.

The Hunter Business Park Specific Plan will be implemented through a combination of public and private actions and investments. The private sector will be responsible for on-site buildings, parking, landscaped, local employee open space and maintenance. Together, the public and/or private sector will provide the infrastructure and other capital improvements of the plan. These include roads, water, sewer and storm drainage improvements, railroad crossing improvements, electrical undergrounding, public street lighting, public transportation, bicycle lanes, entry points, special intersections, special streetscapes, open space, public art and sculpture, street furniture, and maintenance.

A variety of funding sources are available for the implementation of the improvements proposed in the Hunter Business Park Specific Plan. These improvements fall into five main categories:

- City of Riverside Capital Improvements Program
- Agua Mansa Enterprise Zone
- City of Riverside Redevelopment Funding
- Reimbursement Districts
- Assessment Districts

Each of these funding sources is briefly described below and is presented in greater detail in the Appendix.

City of Riverside Capital Improvements Program — The City of Riverside has a capital budget composed of funds from a variety of sources. All capital improvements must be approved as part of the city's annual budget. Some of the proposed capital improvements for Hunter Business Park may be funded in this manner.

State of California Enterprise Zone — Portions of subareas 1,2, and 3 are within the Agua Mansa Enterprise Zone, designed to stimulate commercial and industrial development by the provision of state and local incentives, marketing, and economic assistance programs. These funds are jointly administered by the state and local governments.

City of Riverside Community Redevelopment Funding — This funding mechanism allows for the utilization of tax increment financing to fund a variety of planning, administrative, acquisition, and improvement activities. The major requirement for the establishment of a

redevelopment project area is that the area be 80% developed. Portions of the project area, west of Iowa Avenue, fall into this category and may be eligible for redevelopment financing.

Reimbursement Districts — In the case of reimbursement districts, the developer enters into an agreement with the City whereby he will provide certain public improvements, at his expense, in the initial stages of the project. As further development occurs, the City will assess the new projects which benefit from the original public improvements and reimburse the original developer.

Assessment Districts — In the case of an assessment district, liens are taken out against the properties upon which capital improvements are proposed. The bonds are held against these properties. Funds from the bonds are used to construct the capital improvements. As development occurs, the developers are assessed to repay the debt on the bonds. There are three specific types of assessment districts. These are:

- The 1911, 1913, and 1915 Acts
- Mello-Roos
- The Landscaping and Lighting Act

The 1911, 1913, and 1915 Acts operate similarly to the general description of assessment districts above.

The Mello-Roos provides for the establishment of a Community Facilities District to provide both public services and public capital facilities. Special taxes are levied against the area where the services and facilities are being provided.

The Landscaping and Lighting Act provides for the construction and planting of landscaping, lighting systems and materials, as well as the maintenance and operation costs for these elements within a specific district. Special assessments have been levied against the area where these improvements and maintenance occur.

Contact the Public Works Department for further information.

A. CONCLUSION

Throughout this document, the problems of the Hunter Business Park Specific Plan area (underutilized land, inadequate infrastructure, poor circulation and access, and lack of an image) have been discussed. The Hunter Business Park Specific Plan addresses these problems and proposes a variety of improvements which the business owners in the area are eager to implement.

Upon approval of this plan by the Planning Commission and City Council, the Hunter Business Park Advisory Committee recommends, as the first step of the implementation of this Plan, the initiation of a feasibility study for the establishment of Hunter Business Park Assessment Districts to fund selected improvements within the Specific Plan area.

B. IMPLEMENTATION MATRIX

Table III-2: Implementation Matrix lists the capital improvements proposed in the Hunter Business Park Specific Plan, indicates whether each improvement is to be funded publicly, privately, or as a joint public/private venture, and presents the potential funding source(s) for these improvements. The cost of these capital improvements is provided, if available.

Table 3: Implementation Matrix

KEY
Pr-Private Sector Funding
Pu-Public Sector Funding
Pr/Pu-Joint Private/Public Funding

PROPOSED PLAN ELEMENT	RESPONSIBLE SECTOR	FINANCING SOURCE(S)
Roads		
- Traffic analysis	PU	City.
- Columbia Avenue loop road	PR/PU	City Capital Improvements Program; Reimbursement District; Assessment District.
- Iowa Avenue widening to 110'	PR/PU	Redevelopment Financing (north of Columbia); Reimbursement District; Assessment District.
- Spruce Street widening to 88'	PR/PU	Reimbursement District; Assessment District.
- Spruce Street link to Watkins Drive	PR/PU	Reimbursement District; Assessment District.
- Marlborough widening between Iowa and Chicago Avenues to 110'	PR/PU	Reimbursement District; Assessment District.
Water		
- 24" pipeline connecting to 1400 pressure zone; OR	PR/PU	Reimbursement District; Assessment District; Mello-Roos.
- Booster station and 2 MG reservoir	PR/PU	
- 12" Water main extension	PR/PU	Reimbursement District; Assessment District; Mello-Roos.
- Water service analysis	PU	City.
Sewer		
- Columbia Avenue Trunk Line	PR/PU	Reimbursement District; Assessment District; some Redevelopment financing
- Local service lines (8"min.)	PR/PU	Reimbursement District; Assessment District; some Redevelopment financing; Mello-Roos (in certain areas).
Drainage		
- Master Plan Storm Drain	PU	Riverside County Flood Control construction/developer assessment.
Railroad (see Exhibit 12 for improve. no's)		
- Railroad Crossing Improvement 1	PU	City proposed improvement (1988).
- Railroad Crossing Improvement 2	PU	City proposed improvement (1988).
- Railroad Crossing Improvement 3	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 4	PU	City Capital Improvements Program.
- Railroad Crossing Improvement 5	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 6	PU	City Capital Improvements Program; Redevelopment.
- Railroad Crossing Improvement 7	PU	City Capital Improvements Program; Redevelopment.
- Railroad Crossing Improvement 8	PU	Section 203 Federal Funding; Redevelopment.
- Railroad Crossing Improvement 9	PU	City Capital Improvements Program; Redevelopment.
- Railroad Crossing Improvement 10	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 11	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 12	PU	City proposed improvement (1988).
- Railroad Crossing Improvement 13	PU	Section 203 Federal Funding.

Table IV — 1: *Implementation Matrix*

Table 3: Implementation Matrix con.		
- Railroad Crossing Improvement 14	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 15	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 16	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 17	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 18	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 19	PU	Section 203 Federal Funding.
- Railroad Crossing Improvement 20	PU	Section 203 Federal Funding.
Electrical Undergrounding		
- Distribution lines not connected with 69 KV transmission lines	PR/PU	Assessment District; Redevelopment (In some areas).
- Distribution lines connected with 69KV transmission lines	PR/PU	Assessment District; Redevelopment (In some areas).
- 69KV transmission lines	PR/PU	Assessment District; Redevelopment (In some areas).
Public Street Lighting		
- Removal and Installation	PR/PU	Assesment District; Landscaping and Lighting Act; Redevelopment (In certain areas).
Public Transportation		
- Bus Stops	PU	Riverside Transit Authority; City Capital Improvements Program.
- Addit Bus Route - Columbia Ave. Loop	PU	Riverside Transit Authority
Bicycle Lanes		
- Columbia Ave. - both sides	PR/PU	Reimbursement District; Assessment District.
- Iowa Avenue	PR/PU	Redevelopment (north of Columbia).
- Gage Canal Bikeway	PR/PU	Reimbursement District; Assessment District.
Entry Points		
- Columbia Avenue	PR/PU	City Capital Improvements Program; Landscaping and Lighting Act.
- Iowa Avenue - north	PR/PU	Landscaping and Lighting Act; Redevelopment (north of Columbia).
- Iowa Avenue - south	PR/PU	Landscaping and Lighting Act.
- Spruce Street	PR/PU	Landscaping and Lighting Act.
Special Intersection		
- Iowa Ave. and Columbia Loop Road	PR/PU	Redevelopment.
Special Streetscapes		
- Spruce St. East of Iowa	PR/PU	Landscaping and Lighting Act;
- Iowa Ave. between Spruce and arroyo	PR/PU	Landscaping and Lighting Act; Redevelopment (north of Columbia).
- Columbia Loop Road east of Iowa	PR/PU	Landscaping and Lighting Act;
- Columbia west of Iowa	PR/PU	Landscaping and Lighting Act;
- Riverside Fwy. Landscape edge	PR/PU	Landscaping and Lighting Act; Redevelopment.

Table 3: Implementation Matrix con.		
Open Space		
- Hunter Hobby Park	PR/PU	Initial contribution from City; Mello-Roos.
- Fitness Center Park	PR/PU	Public/Private Venture; Mello-Roos.
Public Art/Sculpture	PR/PU	Developer Assessment (percentage for the arts); Local artists design.
Street Furniture	PR/PU	City funding/Local Artists design
Maintenance	PR/PU	Assessment District; some FAU funding for street maintenance; Mello-Roos (limited); Landscaping and Lighting Act.
General Industrial District		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement
Garden Industrial District		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement
Industrial Park District		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement